WEST DRAYTON AND YIEWSLEY TO STAINES WEST

SUNDAYS

DOWN	B		B		B		B		B	B		B		B		B		B		B	B		B		B		B
	Diesel		Diesel		Diesel		Diesel		Diesel	Diesel		Diesel		Diesel		Diesel		Diesel		Rail Motor	Rail Motor		Rail Motor		Rail Motor		Rail Motor
	am		am		am		am		PM	PM		PM		PM		PM		PM		PM	PM		PM		PM		PM
WEST DRAYTON dep	7 9	.....	9 9	.....	10 9	.....	11 9	.....	12 9	1 9	.....	2 9	.....	3 9	.....	4 9	.....	5 9	.....	6 9	7 9	.....	8 9	.....	9 9	.....	10 9
Colnbrook	7 17	..	9 17	..	10 17	..	11 17	..	12 17	1 17	..	2 17	..	3 17	..	4 17	..	5 17	..	6 17	7 17	..	8 17	..	9 17	..	10 17
Poyle Estate Halt	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R
Poyle Halt	7 21	..	9 21	..	10 21	..	11 21	..	12 21	1 21	..	2 21	..	3 21	..	4 21	..	5 21	..	6 21	7 21	..	8 21	..	9 21	..	10 21
Yeoveney Halt.....	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R
STAINES WEST ..arr	7 26	..	9 26	..	10 26	..	11 26	..	12 26	1 26	..	2 26	..	3 26	..	4 26	..	5 26	..	6 26	7 26	..	8 26	..	9 26	..	10 26

STAINES WEST TO WEST DRAYTON AND YIEWSLEY

SUNDAYS

UP	B		B		B		B		B	B		B		B		B		B		B	B		B		B		B
	Diesel		Diesel		Diesel		Diesel		Diesel	Diesel		Diesel		Diesel		Diesel		Diesel		Rail Motor	Rail Motor		Rail Motor		Rail Motor		To Paddington (Sub.) Rail Motor
	am		am		am		am		PM	PM		PM		PM		PM		PM		PM	PM		PM		PM		PM
STAINES WEST dep	8 7	..	9 37	..	10 37	..	11 37	..	12 37	1 37	..	2 37	..	3 37	..	4 37	..	5 37	..	6 37	7 37	..	8 37	..	9 37	..	10 37
Yeoveney Halt.....	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R
Poyle Halt	8 12	..	9 42	..	10 42	..	11 42	..	12 42	1 42	..	2 42	..	3 42	..	4 42	..	5 42	..	6 42	7 42	..	8 42	..	9 42	..	10 42
Poyle Estate Halt	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R	.....	R	.....	R	R	.....	R	.....	R	.....	R
Colnbrook	8 16	..	9 46	..	10 46	..	11 46	..	12 46	1 46	..	2 46	..	3 46	..	4 46	..	5 46	..	6 46	7 46	..	8 46	..	9 46	..	10 46
WEST DRAYTON arr	8 24	.....	9 54	.....	10 54	.....	11 54	.....	12 54	1 54	.....	2 54	.....	3 54	.....	4 54	.....	5 54	.....	6 54	7 54	.....	8 54	.....	9 54	.....	10 54

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SLOUGH TO WINDSOR AND ETON CENTRAL — WEEKDAYS

DOWN

Mileage M	Mileage C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in	B		G	G	G	B	B	B	G	B	A		B	B	B	B	B	B	B	B			
						News		5‖25 am Southall L E	L E	L E	Engine and Trailer	5.42 am Paddington		L E	Engine and Trailer	7.10 am Paddington		Engine and Trailer	Engine and Trailer	Engine and Trailer	Diesel	Diesel	Diesel	Diesel	Diesel			
						ML	Conveys Passengers SX when required	ML	SX	SO		ML	ML		SX	SX ML		SO				SO						
						am		am	am	am	am	am	am	am	am	am		am	am	am	am	am	am	am	am			
		18	36	Slough .. ..dep	..	5 8		5 41	5‖50	6‖ 0	6T22	6T40	7 5	7‖15	7 26	7 42	..	7 42	7 54	8 22	8 34	8 52	9 20	9 55	10 21	..	..	..
2	64	21	20	Windsor & Eton Cen. arr	96 R	5 14		5‖47	6‖ 0	6‖10	6 28	6 46	7 11	7‖21	7 32	7 48	.....	7 48	8 0	8 28	8 40	8 58	9 26	10 1	10 27	.....	.....	.....

WINDSOR AND ETON CENTRAL TO SLOUGH — WEEKDAYS

UP

	Ruling Gradient 1 in	B	B	B	B	B	B	B	B	C	G	B	B		B	G		B	B	B	B	B		
		To Paddington	To Paddington (Sub.)	To Paddington (Suburban SO)	Engine and Trailer	To Paddington	Engine and Trailer	Engine and Trailer	To Paddington	E B V	L E	Engine and Trailer	Diesel		To Paddington	L E		Diesel	Diesel	Diesel	Diesel	Diesel		
										SX	SO		SO		SX	SX	Off 7†41 am Slough to work 9.21 am Slough to Reading	SO	SX					
		am	am	am	am	am	am	am	am	am	am	am	am		am	am		am	am	am	am	am		
Windsor & Eton Cen. dep	..	6 20	6 32	6 45	7 5	7 26	7 40	8 0	8 10	8†20	8‖20	8 34	8 43	..	8 45	8‖52		9 2	9 5	9 32	10 5	10 32	..	..
Slough .. ..arr	117 R	6 27 RL	6 39 RL	6 52 RL	7 11	7 32 RL	7 46	8 6	8 16 ML	8†26	8‖26	8 40	8 49	.....	8 51 ML	9‖ 2		9 8	9 11	9 38	10 11	10 38	.....	.....

SLOUGH TO WINDSOR AND ETON CENTRAL — WEEKDAYS

DOWN

	B	B	B	B	C	B	B	B	B	B		B	B	B	B	B	B		B	C	B	C	G	B	B		
	Diesel	Diesel	Diesel	Diesel	E C S and Parcels	Diesel	12.36 pm Paddington	Diesel	Engine and Trailer	Diesel		Diesel	Diesel	Diesel	Diesel	Diesel			Diesel	Parcels	Diesel	Empty Trailer	L E from Shed	Diesel	Engine and Trailer SX Diesel SO		
					3113															3043							
					Q		SO RL		SO			SX	SO				SX RL	Not advertised		SO Q		SX	SO	SX			
	am	am	am	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM		
Slough .. ..dep	10 55	11 21	11 55	12 21	12 30	1 0	1 10	1 21	1 36	2 0	..	2 21	2 24	2 55	3 21	3 55	4 12		4 30	5 0	5 12	5†20	5‖20	5 40	5 50	..	..
Windsor & Eton Cen. arr	11 1	11 27	12 1	12 27	12 40	1 6	1 16	1 27	1 42	2 6	.....	2 27	2 30	3 1	3 27	4 1	4 18		4 36	5 10	5 18	5†26	5‖26	5 46	5 56	.....	.....

WINDSOR AND ETON CENTRAL TO SLOUGH — WEEKDAYS

UP

	B	B	C	B	B	G	B	G	B	C	B		B	B	B	B	B		B	B	B		A				
	Diesel	Diesel	E C S and Parcels	Diesel	Diesel	L E	Diesel	L E	Diesel	E C S	Diesel		Diesel	Diesel	Diesel	Diesel	To Paddington (Sub.)		Diesel	Diesel	Engine and Trailer SX Diesel SO		To Paddington (Suburban)				
			3040																								
			Q			Q		SO		SO										SX			SO				
	am	am	am	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM		PM	PM	PM		PM				
Windsor & Eton Cen. dep	11 5	11 32	11 40	12 5	12 32	12‖50	1 9	1‖22	1 32	1†52	2 9	..	2 32	3 5	3 32	4 5	4 34	..	4 54	5 21	5 35	..	5 45	..	..	..	..
Slough .. ..arr	11 11	11 38	11 50	12 11	12 38	1‖ 0 Shed	1 15	1‖30 Shed	1 38	2† 0	2 15	.....	2 38	3 11	3 38	4 11	4 40 ML	.....	5 0	5 27	5 42	.....	5 51 RL	.....	.....	.....	.....

SLOUGH TO WINDSOR AND ETON CENTRAL — WEEKDAYS

DOWN

	A	B	B			B			B	B	B	B	B			B	B		B	B	B		B	B	B		B
	5.40 pm Paddington	Diesel	Diesel			Engine and Trailer SX Diesel SO			Diesel	Diesel	Diesel	Diesel	Diesel			Diesel	9.12 pm Paddington (Suburban)		Diesel	9.18 pm Paddington Parcels Diesel	Diesel		Diesel	Diesel	11.12 pm Paddington		Diesel
																				3143							
	SX ML PM	SO PM	SX PM			PM			SX PM	SO PM	PM	PM	PM			PM	SX RL PM		PM	SX ML PM	PM		PM	PM	RL night		night
Slough .. ..dep	6 9	6 18	6 39	..	..	6 54	..	..	7 8	7 27	7 57	8 27	8 51	..	..	9 44	10 4	..	10 20	10 40	10 51	..	11 28	11 50	12 14	..	12 24
Windsor & Eton Cen. arr	6 15	6 24	6 45	.....	.....	7 0	.....	.....	7 14	7 33	8 3	8 33	8 57	.....	.....	9 50	10 10	.....	10 26	10 46	10 57	.....	11 34	11 56	12 20	.....	12 30

WINDSOR AND ETON CENTRAL TO SLOUGH — WEEKDAYS

UP

	B	B	C	B			B	B			B	B		B	B		B	B	B		B	B		B	B	G	
	Diesel	Diesel	Parcels	Engine and Trailer SX Diesel SO			Diesel	Engine and Trailer SX Diesel SO			Diesel	Diesel		Diesel	Diesel		Diesel	Diesel	To Southall Empty Parcels Diesel		Diesel	Diesel		Diesel	To Southall Empty Diesel	L E	
			3045																3137								
	SO PM	SX PM	SO Q PM	PM			SX PM	PM			PM	PM		PM	PM		PM	PM	SX PM		PM	PM		night	night	night	
Windsor & Eton Cen. dep	6 0	6 10	6 10	6 37	..	..	6 53	7 12	..	..	7 40	8 6	..	8 37	9 9	..	10 4	10 40	10†58	..	11 15	11 40	..	12 5	12†32	12 40	..
Slough .. ..arr	6 6	6 16	6 20	6 43	.....	.....	6 59	7 18	.....	.....	7 46	8 12	.....	8 43	9 15	.....	10 10	10 46	11 5 ML	.....	11 21	11 46	.....	12 11	12 38 ML	12 46 Shed	.....

SLOUGH TO WINDSOR AND ETON CENTRAL

SUNDAYS

DOWN

	B	B		B	B	B	B		B	B	B	B	B		B	B	B	B		B	G	B		B	G		
	Diesel	Diesel		8.2 am Paddington	Diesel	Diesel	9.2 am Paddington		Diesel	Diesel	10.2 am Paddington (Suburban)	Diesel	11.2 am Paddington (Suburban)		Diesel	Diesel		1.2 pm Paddington (Suburban)		Diesel	L E	2.2 pm Paddington		Diesel	L E		
				RL			RL				RL		RL				RL	RL				RL					
	am	am		am	am	am	am		am	am	am	am	am		PM	PM	PM	PM		PM	PM	PM		PM	PM		
Slough .. ..dep	7 15	8 15	..	8 55	9 15	9 40	9 55	..	10 15	10 40	10 55	11 15	11 58	..	12 18	12 55	1 22	1 55	..	2 15	2‖35	2 55	..	3 15	3‖35	..	..
Windsor & Eton Cen. arr	7 21	8 21	.....	9 1	9 21	9 46	10 1	.....	10 21	10 46	11 1	11 21	12 4	.....	12 24	1 1	1 28	2 1	.....	2 21	2‖45	3 1	.....	3 21	3‖45	.....	.....

WINDSOR AND ETON CENTRAL TO SLOUGH

SUNDAYS

UP

	B	B	B	B	B		B	B		B	A			B	B	B	B	B	B	B	B	B		G	B		
	Diesel	Diesel	To Paddington (Suburban)	Diesel	Diesel		To Paddington	Diesel		Empty Diesel	To Paddington (Suburban)			Diesel	To Paddington	Diesel	To Paddington (Suburban)	Diesel	To Paddington (Suburban)	L E	Diesel	To Paddington		L E	Diesel		
	am	am	am	am	am		am	am		am	am			am	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM		
Windsor & Eton Cen. dep	8 3	8 35	9 3	9 27	9 55	..	10 3	10 28	..	10†52	11 3	..	..	11 35	12 3	12 35	1 3	1 35	2 3	2‖10	2 35	3 3	..	3‖10	3 35	..	..
Slough .....arr	8 9	8 41	9 9	9 33	10 1	.....	10 9	10 34	.....	10†58	11 9	.....	.....	11 41	12 9	12 41	1 9	1 41	2 9	2‖20	2 41	3 9	.....	3‖20	3 41	.....	.....
			RL				RL				ML				RL		RL		RL			RL		Shed			

SLOUGH TO WINDSOR AND ETON CENTRAL

SUNDAYS

DOWN

	B		B		G		B	B	B	B		B	B	C		B	B	B	B		B	B	B	B	A	B	
	3.2 pm Paddington (Suburban)		Diesel		L E		4.2 pm Paddington (Suburban)	Diesel	5.2 pm Paddington (Suburban)	Diesel		6.2 pm Paddington (Suburban)	Diesel	E C S		Diesel		8.2 pm Paddington (Suburban)	Diesel	Empty Diesel	9.2 pm Paddington (Suburban)	Diesel	10.2 pm Paddington	Diesel	11.0 pm Paddington	Engine and Trailer	
	RL						RL		RL			RL		RL			ML	RL			RL		RL		ML		
	PM		PM		PM		PM	PM	PM	PM		PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	night	
Slough .. ..dep	3 55	..	4 15	..	4‖35	..	4 55	5 15	5 55	6 17	..	6 55	7 15	7†30	..	7 55	8 15	8 55	9 15	9†46	9 55	10 15	10 55	11 15	11 31	12 5	..
Windsor & Eton Cen. arr	4 1	.....	4 21	.....	4‖45	.....	5 1	5 21	6 1	6 23	.....	7 1	7 21	7†40	.....	8 1	8 21	9 1	9 21	9†52	10 1	10 21	11 1	11 21	11 37	12 11	.....

WINDSOR AND ETON CENTRAL TO SLOUGH

SUNDAYS

UP

	B	G	B	B		B	B		B	B		B	B	B	B	B	G	B	B	G	B	B		B	C	G	
	To Paddington (Suburban)	L E	Diesel	To Paddington (Suburban)		Diesel	To Paddington (Suburban)		Diesel	To Paddington		Diesel	To Paddington	To Paddington (Suburban)	Diesel	To Paddington (Suburban)	L E	Diesel	Diesel	L E	Diesel	Diesel		Engine and Trailer	E C S	L E	
	PM	PM	PM	PM		PM	PM		PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	night	night	
Windsor & Eton Cen. dep	4 3	4‖10	4 35	5 3	..	5 35	6 3	..	6 35	7 3	..	7 35	7 55	8 3	8 35	9 3	9‖10	9 35	10 3	10‖10	11 3	11 25	..	11 50	12† 7	12‖20	..
Slough .....arr	4 9	4‖20	4 41	5 9	.....	5 41	6 9	.....	6 41	7 9	.....	7 41	8 1	8 9	8 41	9 9	9‖20	9 41	10 9	10‖20	11 9	11 31	.....	11 56	12†17	12‖30	.....
	RL			RL			RL			RL			RL	RL		RL	Shed			Shed		RL			RL	Shed	

MAIDENHEAD TO HIGH WYCOMBE

WEEKDAYS

SINGLE LINE, worked by Electric Token between Maidenhead and High Wycombe. Crossing Stations shown in Bold Type

DOWN

Mileage from Maidenhead M	Mileage from Maidenhead C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in	C		G	C		B	C	B	B		B		B		B		B		B		B	B	B
						4|35 am Slough to Marlow Empty Rail Motor		6|10 am Slough L E	5.38 am Reading to Princes Risborough Parcels		6.20 am Slough	5.38 am Reading to Princes Risboro' Parcels	7.25 am Slough	7.36 am Paddington to Princes Risborough				To Marlow Rail Motor								1.0 pm Paddington to Aylesbury	To Princes Risborough	
									3136			3136																	
						MO																SO		SO		SO	SX	SO
						am		am	am		am	am	am	am		am		am		am		PM		PM		PM	PM	PM
		24	19	**MAIDENHEAD** ..arr	.....	.....	.....	6		10	5 58	.....	6 34	.....	7X40	8 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1X47	.....	.....
				.. dep	—	4 45	..	6||12	6 20	To Up Platform for 6.20 am Slough to precede	6 38	..	7 47	8 36	..	9 39	..	10 39	..	11 39	..	12 11	..	1 12	..	1 51	2 12	2 12
1	22	25	41	Furze Platt	.....	.....	.....	.....	.....		6 42	.....	7 51	8 40	.....	9 43	.....	10 43	.....	11 43	.....	12 15	.....	1 16	.....	1 55	2 16	2 16
2	74	27	13	**COOKHAM** .. arr	84 R	..	..	..	6 27		6 46	..	7 54	8X43	..	9 46	..	10X46	..	11 46	..	12 18	..	1X19	..	1 58	2X19	2 19
				....dep	.....	.....	.....	.....	6 30		6 48	.....	7 55	8 48	.....	9 48	.....	10 48	.....	11 48	.....	12 20	.....	1 22	.....	2 0	2 21	2 21
4	33	28	52	**BOURNE END** arr	114 R	4†55	..	6||22	6 34		6 52	..	7X58	8X52	..	9 51	..	10 51	..	11 51	..	12 23	..	1 25	..	2X 3	2 24	2X24
				....dep	.....	5† 0	.....	.....	6 40		6 54	.....	8 5	9 2	.....	9 53	.....	10 53	.....	11 53	.....	12 25	.....	.....	.....	2 5	2 25	.....
5	63	30	2	Wooburn Green	97 R	..	..		6c46		6 58	←	8 9	9 6	..	9 57	..	..	..	11 57	..	12 29	..	..	..	2 9	2 29	..
7	20	31	39	**LOUDWATER** ....arr	79 R	.....	.....	To work 7.30 am Bourne End	6N50		7X 2	6 50	8 12½	9X10	.....	10 1	.....	.....	.....	12 1	.....	12X33	.....	.....	.....	2X13	2X33	.....
				.. dep	—	..	..		7 10	Z	7 3	7 10	8 14	9 12	..	10 2	..	..	..	12 2	..	12 36	..	..	..	2 14	2 34	..
9	68	34	7	**HIGH WYCOMBE** arr	80 R	.....	.....		→	.....	7 8	7 18	8 19	9 18	.....	10 8	.....	.....	.....	12 7	.....	12 42	.....	.....	.....	2 19	2 39	.....
				.. dep	—	..	..		..	..	..	7 35	..	9 22	..	..	..	..	..	..	..	..	..	..	..	2 22	2 49	..

HIGH WYCOMBE TO MAIDENHEAD

WEEKDAYS

UP

	Ruling Gradient 1 in	B	B		B	B		B		B	G		B		B	B		B		B		B	
		To Paddington	To Paddington (Suburban)			To Slough		7.43 am Aylesbury to Paddington			8||40 am Pr. Risborough to Slough L E		10.5 am Marlow Rail Motor					To Slough					
		SX	SO		SO	SX										SX		SO		SO		SO		SO
		am	am		am	am		am		am	am		am		am	PM		PM		PM		PM		PM
HIGH WYCOMBE arr	—	..	..	..	..	..	..	8 22	..	..	8||57	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	.....	7 50	7 50	.....	8 24	.....	8 46	9||2	.....	.....	.....	10 25	12 25	.....	12 25	.....	1 0	.....	.....	.....
LOUDWATER ..arr	124 R	..	..	..	7 55	7 55	..	8 29	..	8 51	9||X8	..	..	..	10 30	12 30	..	12X30	..	1 5	..	..	..
.....dep	.....	.....	.....	.....	7 56	7 56	.....	8 30	.....	8 52	9||13	.....	.....	.....	10 31	12 31	.....	12 34	.....	1 6	.....	.....	.....
Wooburn Green	79 F	..	..	..	8 0	8 0	..	8 34	..	8 56	..	..	..	..	10 35	12 35	..	12 38	..	1 10	..	..	..
BOURNE END ..arr	97 F	.....	.....	.....	8X 3	8X 3	.....	8 37	.....	8X59	.....	.....	10 11	.....	10 38	12 38	.....	12 41	.....	1 13	.....	.....	.....
.. ..dep	—	7 30	7 30	..	8 7	8 7	..	8 40	..	9 10	9 20	..	10 12½	..	10 39½	12 40	..	12 44	..	1 14	..	1 37	..	2 44
COOKHAM .....arr	82 R	7 34	7 34	.....	8 10½	8 10½	.....	8X44	.....	9 13½	.....	.....	10 16½	.....	10X43	12 43½	.....	12 47	.....	1X17½	.....	1 40	.....	2 47
.. ..dep	—	7 35	7 35	..	8 13	8 13	..	8 46	..	9 14	..	..	10 17½	..	10 48	12 45	..	12 48	..	1 21	..	1 41	..	2 48½
Furze Platt	.....	7 39	7 39	.....	8a16½	8a16½	.....	8 50	.....	9a17½	.....	.....	10a21	.....	10a51½	12a48½	.....	12a51½	.....	1a24½	.....	1a44½	.....	2a52
MAIDENHEAD ..arr	76 R	7X43	7X43	..	8 20	8 20	..	8 54	..	9 22	9||30	..	10 25	..	10 55	12 52	..	12 55	..	1 28	..	1X48	..	2 56
.....dep	.....	7 46	7 50	.....	.....	8 32	.....	8 59	.....	.....	9||32	.....	.....	.....	.....	.....	.....	.....	.....	1 45	.....	.....	.....	.....

MAIDENHEAD TO HIGH WYCOMBE — WEEKDAYS

DOWN

	B		B	B		B	B		B	B	B	C	B	B		B	B	C	B	B	B		B			B	
	To Aylesbury		3.58 pm Slough to Aylesbury	To Aylesbury		4.48 pm Paddington			5.45 pm Paddington	5.45 pm Paddington		E C S		6.38 pm Paddington			7.4 pm Paddington	7.4 pm Paddington	E C S		9.10 pm Paddington			To Marlow Rail Motor			To Marlow Rail Motor	To Marlow Rail Motor
			SX	SO		SX	SO		SX	SO	SX	SX	SO	SX		SX	SO	SO	SX	SX	SO					SX	SO
	PM		PM	PM		PM	PM		PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM		PM			PM	PM
MAIDENHEAD ..arr	.....	.....	4 11	.....	.....	5 29	.....	.....	6 23	6 23	.....	Off 6.55 pm Maidenhead	.....	7X19	.....	7 56	7X56	.....	.....	9 53	.....	.....	.....	.....	.....	.....	.....
.. ..dep	3 6	..	4 20	4 20	..	5 34	5 34	..	6 26	6 26	6 55		7 10	7 25	..	8 0	8 0	8†15	9 15	10 0	10 0	..	10 54	..	..	11 50	11 50
Furze Platt	3 10	.....	4 24	4 24	.....	5 38	5 38	.....	6 30	6 30	6 59		7 14	7 29	.....	8 4	8 4	.....	9 19	10 4	10 4	.....	10 58	.....	.....	11 54	11 54
COOKHAM .. ..arr	3 13	..	4 27	4 27	..	5 41	5 41	..	6 33	6 33	7 2		7 17	7X32	..	8 7	8 7	..	9 22	10 7	10 7	..	11X 1	..	..	11 57	11 57
.....dep	3 15	.....	4 28	4 28	.....	5 44	5 44	.....	6 35	6 35	7 3		7 18	7 34	.....	8 9	8 9	.....	9 23	10 8	10 8	.....	11 4	.....	.....	11X58	11 58
BOURNE END ..arr	3X18	..	4X31	4X31	..	5X47	5X47	..	6 38½	6X38½	7X 6	..	7 21	7X37½	..	8 12	8X12	8†25	9 26	10 11	10 11	..	11 7	..	..	12 1	12 1
.....dep	3 22	.....	4 34	4 34	.....	5 50	5 50	.....	6 43½	6 43½	.....	7†12	7 23	7 42	.....	.....	8 18	After forming 7.25 pm High Wycombe	.....	10 13	10 13	.....	11 9	.....	.....	12 4	12 4
Wooburn Green..	3 26	..	4c39	4c39	..	5c55	5c55	..	6 48	6 48	..		7 27	7b47	..	..	8 23		..	10 18	10 18	..	..	..	..	..	..
LOUDWATER ....arr	3 30	.....	4 42½	4 42½	.....	5 59	5 59	.....	6X52	6 52	.....	7†X19	7X30½	7 51	.....	.....	8X27		.....	10 22	10 22	.....	.....	.....	.....	.....	.....
.. ..dep	3 31	..	4 44	4 44	..	6 1	6 1	..	6 58	6 58	..	7†28	7 32	7 54	..	..	8 31		..	10 23	10 23	..	..	..	..	..	..
HIGH WYCOMBE arr	3 36	.....	4 50	4 50	.....	6 7	6 7	.....	7 3	7 3	.....	7†35	7 37	8 0	.....	.....	8 36		.....	10 28	10 28	.....	.....	.....	.....	.....	.....
.. ..dep	3 41	..	4 53	4 53	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..

HIGH WYCOMBE TO MAIDENHEAD — WEEKDAYS

UP

	B	B		B		B		B				B	B			B	B		G		B		C	B		B	B
	3.48 pm Princes Risborough	3.20 pm Aylesbury to Paddington		4.42 pm Aylesbury								6.25 pm Aylesbury							To Slough L E				To Slough E C S	10.23 pm Marlow Rail Motor			11.21 pm Marlow Rail Motor
	SX	SO				SO		SX				SX	SO			SO	SX		SO				SX				
	PM	PM		PM		PM		PM				PM	PM			PM	PM		PM		PM		PM	PM		PM	PM
HIGH WYCOMBE arr	4 4	4 2½	..	5N18	..	..	..	..	..	..	..	7 15	..	..	..	..	..	..	Off 8†15 pm Maidenhead	..	..		Off 9.15 pm Maidenhead	..	..	..	..
.....dep	4 15	4 15	.....	5‡33		6 25	.....	6 50	.....	.....	.....	7 20	7 25	.....	.....	8 25	8 25	.....		.....	9 12				.....	10 40	.....
LOUDWATER ..arr	4X20	4X20	..	5X38		6 30	..	6X55	..	..	..	7 25	7X30	..	..	8X30	8 30	..		..	9 17			..	..	10 45	..
.....dep	4 25	4 25	.....	5 41		6 31	.....	6 57	.....	.....	.....	7 26	7 33	.....	.....	8 31	8 31	.....		.....	9 18			..	.....	10 46	.....
Wooburn Green	4 29	4 29	..	5 45		6 35	..	7 1	..	..	..	7 30	7 37	..	..	8 35	8 35	..		..	9 22			..	..	10 50	..
BOURNE END ..arr	4X32	4X32	.....	5X48	N Arrive 5.16½ pm SO	6X39	.....	7X 4	.....	.....	.....	7X33	7 40	.....	.....	8 38	8 38	.....		.....	9 25			10 29	.....	10 53	11 27
.. ..dep	4 33	4 33	..	5 50		6 42	..	7 11	..	..	..	7 40	7 42	..	..	8 40	8 40	..	8‖50	..	9 27	..	9†40	10 31	..	10 55	11 29
COOKHAM .....arr	4 36½	4 36½	.....	5 53½		6 46	.....	7 14½	.....	.....	.....	7 44	7 46	.....	.....	8 43½	8X43½	.....		.....	9 30	‡9.40 pm		10 34½	.....	10 58½	11 32½
.. ..dep	4 38	4 38	..	5 56		6 48	..	7 16	..	..	..	7 46	7 48	..	..	8 48	8 48	..		..	9 31		..	10 36	..	11X 3	11 34
Furze Platt	4a41½	4a41½	.....	6 0	‡ 5.31 pm	6 52	.....	7 19½	.....	.....	.....	7 50	7 52	.....	.....	8 52	8 52	.....		.....	9 35			.....	.....	11 7	11a37½
MAIDENHEAD ..arr	4 45	4 45	..	6 4		6 56	..	7X23	..	..	..	7 54	7X56	..	..	8 56	8 56	..	9‖ 1	..	9‡39	..	9†50	10 41	..	11 11	11 41
.....dep	.....	5 27	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9‖ 2	.....	.....		10† 5	.....	.....	.....	.....

MAIDENHEAD TO HIGH WYCOMBE

SUNDAYS

DOWN		B				B				B				B		B		B		B			B		B		
		To Marlow Rail Motor				To Marlow Rail Motor				To Marlow Rail Motor				To Marlow Rail Motor				To Aylesbury		To Marlow Rail Motor					To Marlow Rail Motor		
		am				PM				PM				PM		PM		PM		PM			PM		PM		
MAIDENHEAD ..arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	10 34	..	..	..	12 34	..	..	..	2 34	..	..	..	4 34	..	5 34	..	6 40	..	7 34	..	..	9 34	..	10 34	..	..
Furze Platt	.....	10 38	.....	.....	.....	12 38	.....	.....	.....	2 38	.....	.....	.....	4 38	.....	5 38	.....	6 44	.....	7 38	.....	.....	9 38	.....	10 38	.....	.....
COOKHAM .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10X41	..	..
.....dep	.....	10 42	.....	.....	.....	12 42	.....	.....	.....	2 42	.....	.....	.....	4 42	.....	5 42	.....	6 48	.....	7 42	.....	.....	9 42	.....	10 42	.....	.....
BOURNE END ..arr	..	10 45	..	..	..	12 45	..	..	..	2 45	..	..	..	4 45	..	5 45	..	6 51	..	7 45	..	..	9 45	..	10 45	..	..
.....dep	.....	10 47	.....	.....	.....	12 47	.....	.....	.....	2 47	.....	.....	.....	4 47	.....	.....	.....	6 54	.....	7 47	.....	.....	9 48	.....	10 47	.....	.....
Wooburn Green..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 57½	..	..	..	..	9 51½	..	..	..	..
LOUDWATER ....arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 1	..	..	..	..	9 55	..	..	..	..
HIGH WYCOMBE arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 6	.....	.....	.....	.....	10 0	.....	.....	.....	.....
.. ..dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 10	..	..	..	..	..	..	..	..	..

HIGH WYCOMBE TO MAIDENHEAD

SUNDAYS

UP		B		B			B			B			B			B		B			B		B	B	B		
		7.10 am Oxford		10.4 am Marlow Rail Motor			12.4 pm Marlow Rail Motor			2.4 pm Marlow Rail Motor			4.4 pm Marlow Rail Motor					7.4 pm Marlow Rail Motor			7.57 pm Aylesbury		10.4 pm Marlow Rail Motor		11.4 pm Marlow to Slough Rail Motor		
		am		am			PM			PM			PM			PM		PM			PM		PM	PM	PM		
HIGH WYCOMBE arr	..	8 24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 30	..	..	..	..	..	..
.....dep	.....	8 57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 40	.....	.....	10 22	.....	.....	.....
LOUDWATER ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	9 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 46	.....	.....	10 28	.....	.....	.....
Wooburn Green	..	9 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 50	..	..	10 32	..	..	..
BOURNE END ..arr	.....	9 10	.....	10 10	.....	.....	12 10	.....	.....	2 10	.....	.....	4 10	.....	.....	.....	.....	7 10	.....	.....	8 53	.....	10 10	10 35	11 10	.....	.....
.. ..dep	..	9 12	..	10 12	..	..	12 12	..	..	2 12	..	..	4 12	..	..	6 14	..	7 12	..	..	9 0	..	10 12	10 37	11 12	..	..
COOKHAM .....arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10X40	.....	.....	.....
.. ..dep	..	9 16	..	10 16	..	..	12 16	..	..	2 16	..	..	4 16	..	..	6 18	..	7 16	..	..	9 4	..	10 16	10 44	11 16	..	..
Furze Platt	.....	9 19½	.....	10 19½	.....	.....	12 19½	.....	.....	2 19½	.....	.....	4 19½	.....	.....	6 21½	.....	7 19½	.....	.....	9 7½	.....	10 19½	10 48	11 19½	.....	.....
MAIDENHEAD ..arr	..	9 23	..	10 23	..	..	12 23	..	..	2 23	..	..	4 23	..	..	6 25	..	7 23	..	..	9 11	..	10 23	10 52	11 23	..	..
.....dep	.....	9 33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 25	.....	.....

BOURNE END TO MARLOW

WEEKDAYS

SINGLE LINE. Worked by Train Staff and only one engine in Steam at a time, or two coupled together. No Block Telegraph on this line. Form of Staff: Square. Colour: Oak. Fitted with Annett's Key lettered 'Bourne End South to Marlow.' 'Red' Group Engines must not exceed 20 m.p.h. at any point on Branch.

DOWN

Mileage M	Mileage C		Ruling Gradient 1 in	C				B		B	B	B	B		B	B	B	B	B		B	B	B	B			
				4†35 am Slough Empty Rail Motor				Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor		10.39 am Maidenhead Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor			
				MO												SO	SX	SO	SO		SX	SO	SO				
				am				am		am	am	am	am		am	am	am	PM	PM		PM	PM	PM	PM			
2	61	Bourne End .. .. ..dep		5† 0	..	..	..	6 15	Not Advertised	7 34	8 10	8 40	9 3	..	10 53	11 17	11 56	12 5	12 26	..	12 42	12 45	1 27	2 5	..	..	..
		Marlow .....arr	132 R	5† 6	.....	.....	.....	6 22		7 40	8 16	8 46	9 9	.....	10 59	11 23	12 2	12 11	12 32	.....	12 48	12 51	1 33	2 11	.....	.....	.....

MARLOW TO BOURNE END

WEEKDAYS

UP

		Ruling Gradient 1 in		B	B		B	B	B		B	B	B	B		B	B	B		B		B	B		B	
				Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor	To Maidenhead Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor Mixed	Rail Motor		Rail Motor		Rail Motor	Rail Motor		Rail Motor	
													SO			SO	SX	SO		SO		SX	SO			
				am	am		am	am	am		am	am	am	am		PM	PM	PM		PM		PM	PM		PM	
	Marlow .. .. ..dep	..	..	5 40	7 18	..	7 55	8 28	8 50	..	9 12	10 5	11 5	11 40	..	12 14	12 28	12 35	..	1 5	..	1 42	1 55	..	2 14	..
	Bourne End .....arr	132 F	.....	5 46	7 24	.....	8 1	8 34	8 56	.....	9 18	10 11	11 11	11 46	.....	12 20	12 36	12 41	.....	1 11	.....	1 48	2 1	.....	2 20	.....

BOURNE END TO MARLOW — WEEKDAYS

DOWN		B		B	G	B		B	B	B	B	B		B	B	B		B		B	B	B		B			
		Rail Motor		Rail Motor	L E	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor		Rail Motor	Rail Motor	10.54 pm Maidenhead Rail Motor		11.50 pm Maidenhead Rail Motor			
											SX	SO		SX	SO												
		PM		PM	Q PM	PM		PM	PM	PM	PM	PM		PM	PM	PM		PM		PM	PM	PM		night			
Bourne End .. .. ..dep	..	2 27	..	3 27	4‖ 0	4 35	..	5 14	5 52	6 42	7 12	7 24	..	7 42	7 44	8 14	..	8 44	..	9 29	10 14	11 9	..	12 4	..	..	..
Marlow .....arr	.....	2 33	.....	3 33	4‖ 6	4 41	.....	5 20	5 58	6 48	7 18	7 30	.....	7 48	7 50	8 20	.....	8 50	.....	9 35	10 20	11 15	.....	12 10	.....	.....	.....

MARLOW TO BOURNE END — WEEKDAYS

UP	B		B		B		B		B		B	B		B	B		B		B		B		B		B		B
	Rail Motor		Rail Motor		Rail Motor		Rail Motor		Rail Motor		Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor		Rail Motor		Rail Motor		Rail Motor		To Maidenhead Rail Motor		To Maidenhead Rail Motor
											SX	SO		SX	SO												
	PM		PM		PM		PM		PM		PM	PM		PM	PM		PM		PM		PM		PM		PM		PM
Marlow .. .. ..dep	3 5	..	4 20	..	4 50	..	5 35	..	6 32	..	6 55	7 12	..	7 28	7 32	..	8 0	..	8 30	..	9 20	..	10 3	..	10 23	..	11 21
Bourne End .....arr	3 11	.....	4 26	.....	4 56	.....	5 41	.....	6 38	.....	7 1	7 18	.....	7 34	7 38	.....	8 6	.....	8 36	.....	9 26	.....	10 9	.....	10 29	.....	11 27

BOURNE END TO MARLOW

SUNDAYS

DOWN	B		B				B				B				B			B	B		B		B		B		B
	Rail Motor		10.34 am Maidenhead Rail Motor				12.34 pm Maidenhead Rail Motor				2.34 pm Maidenhead Rail Motor				4.34 pm Maidenhead Rail Motor			Rail Motor	Rail Motor		7.34 pm Maidenhead Rail Motor		Rail Motor		Rail Motor		10.34 pm Maidenhead Rail Motor
	am		am				PM				PM				PM			PM	PM		PM		PM		PM		PM
Bourne End .. .. ..dep	9 12	..	10 47	..	..	..	12 47	..	..	..	2 47	..	..	..	4 47	..	..	6 15	6 54	..	7 47	..	8 58	..	9 50	..	10 47
Marlow .....arr	9 18	.....	10 53	.....	.....	.....	12 53	.....	.....	.....	2 53	.....	.....	.....	4 53	.....	.....	6 21	7 0	.....	7 53	.....	9 4	.....	9 56	.....	10 53

MARLOW TO BOURNE END

SUNDAYS

UP	B		B				B				B			B				B	B	B		B		B	B		B
	Rail Motor		To Maidenhead Rail Motor				To Maidenhead Rail Motor				To Maidenhead Rail Motor			To Maidenhead Rail Motor				Rail Motor	Rail Motor	To Maidenhead Rail Motor		Rail Motor		Rail Motor	To Maidenhead Rail Motor		To Slough Rail Motor
	am		am				PM				PM			PM				PM	PM	PM		PM		PM	PM		PM
Marlow .. .. ..dep	9 2	...	10 4	..	..	..	12 4	..	..	..	2 4	..	..	4 4	..	..	..	6 4	6 40	7 4	..	8 46	..	9 36	10 4	..	11 4
Bourne End .....arr	9 8	.....	10 10	.....	.....	.....	12 10	.....	.....	.....	2 10	.....	.....	4 10	.....	.....	.....	6 10	6 46	7 10	.....	8 52	.....	9 42	10 10	.....	11 10

TWYFORD TO HENLEY-ON-THAMES — WEEKDAYS

DOUBLE LINE. Trains booked to run into the Bay Line at Twyford must not convey more than six eight-wheeled coaches containing passengers when worked by a Tank Engine and not more than five when worked by a Tender Engine

FARM OCCUPATION CROSSINGS BETWEEN SHIPLAKE AND HENLEY.—Drivers must keep a sharp look-out and sound their whistles when approaching the two Farm Occupation Crossings between Shiplake and Henley, in addition to the other crossings on the Branch at which whistleboards are fixed

DOWN

Mileage M	Mileage C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in																							
						B			G		B		G		B	B	B	B	B	B	B	B	B	B		B	B	B
						Diesel			6‖45 am Reading L E		Diesel S X Passenger S O		7‖15 am Reading L E		Diesel		Diesel		Diesel	Diesel	Passenger S X Diesel S O		Passenger S X Diesel S O				Diesel	
									SX				SX		SO				SO	SO		SO		SO		SX	SO	SO
						am			am		am		am		am	am	am	am	am	am	am	am	am	PM		PM	PM	PM
		31	1	Twyford .. .. ..dep	..	6 30	..	..	6‖56	To work 7.48 a.m. Henley to Paddington	7 28	..	7‖40	To work 8.45 a.m. Henley to Paddington	7 57	8 13	8 40	9 23	9 53	10 23	10 53	11 23	11 53	12 23	..	12 53	1 12	1 30
1	67	32	68	Wargrave	64 F	6 34	.....	.....	.....		7 32	.....	.....		8 1	8 17	8 44	9 27	9 57	10 27	10 57	11 27	11 57	12 27	.....	12 57	1 16	1 34
2	60	33	61	Shiplake	101 R	6 38	..	..	..		7 36	..	..		8 5	8 21	8 48	9 31	10 1	10 31	11 1	11 31	12 1	12 31	..	1 1	1 20	1 38
4	49	35	50	Henley-on-Thames ....arr	L	6 42	.....	.....	7‖ 8		7 40	.....	7‖52		8 9	8 25	8 52	9 35	10 5	10 35	11 5	11 35	12 5	12 35	.....	1 5	1 24	1 42

HENLEY-ON-THAMES TO TWYFORD — WEEKDAYS

UP

	Ruling Gradient 1 in																									
				B		B		B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
				Diesel S X Passenger S O		Passenger S X Diesel S O		To Paddington		Diesel		To Paddington	Diesel		Diesel		Passenger S X Diesel S O		Passenger S X Diesel S O			Passenger S X Diesel S O		Passenger S X Diesel S O	
								SX	SO			SX			SO	SO		SO		SO			SO		
				ani		am		am	am	am	am	am	am	am	am	am	am	am	PM	PM		PM	PM	PM	
Henley-on-Thames ..dep	..	..	..	7 5	..	7 24	..	7 48	7 52	8 20	8 33	8 43	9 25	10 0	10 30	10 55	11 30	11 55	12 30	12 50	..	1 30	2 0	2 30
Shiplake	L	.....	.....	7 9	.....	7 27	.....	7 52	7 55	8 23	8 36	8 47	9 28	10 3	10 33	10 58	11 33	11 58	12 33	12 53	.....	1 33	2 3	2 33
Wargrave	70 R	..	..	7 14	..	7 32	..	7 57	8 0	8 28	8 41	8 52	9 33	10 8	10 38	11 3	11 38	12 3	12 38	12 58	..	1 38	2 8	2 38
Twyford .....arr	64 R	.....	.....	7 18	.....	7 36	.....	8 2	8 4	8 32	8 45	8 56	9 37	10 12	10 42	11 7	11 42	12 7	12 42	1 2	.....	1 42	2 12	2 42

TWYFORD TO HENLEY-ON-THAMES — WEEKDAYS

DOWN

	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B		B	B	B	B	B	B			B	B	
	Passenger SX Diesel SO		Passenger SX Diesel SO		Diesel		Diesel		5.15 pm Paddington	Diesel	Diesel SX Passenger SO		6.15 pm Paddington	Diesel	Diesel SX Passenger SO		Passenger SX Diesel SO	Diesel	Diesel	Diesel	Diesel	Diesel			Diesel	Diesel	
		SO		SO					SX	SO		SX	SX	SO						SX	SO				SO	SX	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM			PM	night	
Twyford .. .. ..dep	1 53	2 23	2 53	3 23	3 53	4 20	4 50	5 33	6 0	6 0	6 23	6 32	7 2	7 4	7 25	..	7 46	8 23	9 5	10 5	10 10	11 5	..	..	11 59	12 2	Z Guard to collect tickets and extinguish lights on Down Platform
Wargrave	1 57	2 27	2 57	3 27	3 57	4 24	4 54	5 37	6 4	6 4	6 27	6 36	7 7	7 8	7 29	.....	7 50	8 27	9 9	10 9	10 14	11 9	.....	.....	12N 4	12N 7	
Shiplake	2 1	2 31	3 1	3 31	4 1	4 28	4 58	5 41	6 8	6 8	6 31	6 40	7 11	7 12	7 33	..	7 54	8 31	9 13	10 13	10 18	11 13	..	..	12 8	12 11	
Henley-on-Thames ....arr	2 5	2 35	3 5	3 35	4 5	4 32	5 2	5 45	6 12	6 12	6 35	6 44	7 16	7 16	7 37	.....	7 58	8 35	9 17	10 17	10 22	11 17	.....	.....	12 12	12 15	

HENLEY-ON-THAMES TO TWYFORD — WEEKDAYS

UP

	B	B	B	B	B	B	B	B		G	B	B	B	G	B				B		B	B	B	B	B		
		Diesel		Diesel			Diesel			To Reading L E	Diesel		Diesel	To Reading L E	Diesel				Diesel		Diesel	Diesel	Diesel	Diesel	Diesel		
	SO	SO			SO	SX				SX			SO	SX										SO	SX		
	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM				PM		PM	PM	PM	night	night		
Henley-on-Thames ..dep	2 55	3 30	3 58	4 24	4 54	5 14	5 38	6 5	..	6‖30	6 42	7 5	7 28	7‖40	8 5	..	..	..	8 42	..	9 23	10 40	11 35	12 15	12 18		Z Guard to collect tickets at Wargrave, extinguish lights on Up Platform and close station
Shiplake	2 58	3 33	4 1	4 27	4 57	5 17	5 41	6 8	.....	.....	6 45	7 8	7 31	.....	8 8	.....	.....	.....	8 45	.....	9 26	10 43	11 38	12 18	12 21		
Wargrave	3 3	3 38	4 6	4 32	5 2	5 22	5 46	6 13	..	..	6 50	7 13	7 36	..	8 13	..	..	..	8 50	..	9 31	10 48	11 43	12N24	12N27		
Twyford .....arr	3 7	3 42	4 10	4 36	5 6	5 26	5 50	6 17	.....	6‖41	6 54	7 17	7 40	7‖51	8 17	.....	.....	.....	8 54	.....	9 35	10 52	11 47	12 28	12 31		

TWYFORD TO HENLEY-ON-THAMES

SUNDAYS

DOWN

	B		B		B	B	B		B		B		B	G	B		B		B	G	B		B		B		B
						11.25 am Paddington								4‖5 pm Reading L E						6‖40 pm Slough L E							
	am		am		am	PM	PM		PM		PM		PM	PM	PM		PM		PM	PM	PM		PM		PM		PM
Twyford .. .. ..dep	9 46	..	10 44	..	11 44	12 22	12 45	..	1 44	..	2 44	..	3 44	4‖15	4 44	..	5 44	..	6 44	7‖ 2	7 44	..	8 44	..	9 46	..	10 46
Wargrave	9 50	.....	10 48	.....	11 48	12 26	12 49	.....	1 48	.....	2 48	.....	3 48	.....	4 48	.....	5 48	.....	6 48	.....	7 48	.....	8 48	.....	9 50	.....	10 50
Shiplake	9 54	..	10 52	..	11 52	12 30	12 53	..	1 52	..	2 52	..	3 52	..	4 52	..	5 52	..	6 52	..	7 52	..	8 52	..	9 54	..	10 54
Henley-on-Thames ....arr	9 58	.....	10 56	.....	11 56	12 35	12 57	.....	1 56	.....	2 56	.....	3 56	4‖27	4 56	.....	5 56	.....	6 56	7‖16	7 56	.....	8 56	.....	9 58	.....	10 58

HENLEY-ON-THAMES TO TWYFORD

SUNDAYS

UP

	B		B		B		B	G		B		B		B		B		B		B	B	B	B	B	B	G	
								To Reading L E															To Paddington			To Reading L E	
	am		am		am		PM	PM		PM		PM		PM		PM		PM		PM	PM	PM	PM	PM	PM	PM	
Henley-on-Thames ..dep	8 54	..	10 6	..	11 4	..	12 4	12‖50	After working 11.25 am Paddington	1 4	..	2 4	..	3 4	..	4 4	..	5 4	..	6 4	7 4	8 4	8 24	9 4	10 24	11‖10	After working 10.46 pm Twyford
Shiplake	8 57	.....	10 9	.....	11 7	.....	12 7	.....		1 7	.....	2 7	.....	3 7	.....	4 7	.....	5 7	.....	6 7	7 7	8 7	8 28	9 7	10 27	.....	
Wargrave	9 2	..	10 14	..	11 12	..	12 12	..		1 12	..	2 12	..	3 12	..	4 12	..	5 12	..	6 12	7 12	8 12	8 33	9 12	10 32	..	
Twyford .....arr	9 6	.....	10 18	.....	11 16	.....	12 16	1‖ 2		1 16	.....	2 16	.....	3 16	.....	4 16	.....	5 16	.....	6 16	7 16	8 16	8 37	9 16	10 36	11‖22	

CHOLSEY AND MOULSFORD TO WALLINGFORD

WEEKDAYS

SINGLE LINE worked by Train Staff and only one engine in steam at a time, or two coupled together. No Block Telegraph on this Line. Form of Staff, Square. Colour, Brown

DOWN

Mileage M	Mileage C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in	G	B	B	B		B	B		B	B	B		B	B		B	B		B		B	B	B
						6|10 am Didcot L E	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor		Rail Motor	Rail Motor	Rail Motor
											SO			SO	SX	SO		SX	SO		SO							
						am	am	am	am		am	am		am	PM	PM		PM	PM		PM	PM		PM		PM	PM	PM
		48	37	Cholsey and Moulsford ..dep	..	6|12	7 35	8 15	8 50	..	10 40	11 34	..	11 56	1 0	1 10	..	2 5	2 10	..	3 10	4 40	..	5 46	..	6 10	7 5	7 30
2	51	51	8	Wallingford .....arr	202 F	6|20	7 41	8 21	8 56	.....	10 46	11 40	.....	12 2	1 6	1 16	.....	2 11	2 16	.....	3 16	4 46	.....	5 52	.....	6 16	7 11	7 36

WALLINGFORD TO CHOLSEY AND MOULSFORD

WEEKDAYS

UP

	Ruling Gradient 1 in	B		B		B		B		B	B	B		B	B		B	B		B	B	B	B	G
		Rail Motor		Rail Motor		Rail Motor		Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor	To Didcot L E
								SO		SO	SX	SO					SO							
		am		am		am		am		am	am	am		PM	PM		PM	PM		PM	PM	PM	PM	PM
Wallingford .. .. ..dep	..	6 55	..	7 55	..	8 35	..	10 10	..	10 53	11 20	11 45	..	12 45	1 45	..	2 55	4 22	..	5 20	5 55	6 45	7 15	7|50
Cholsey and Moulsford ..arr	202 R	7 1	.....	8 1	.....	8 41	.....	10 16	.....	10 59	11 26	11 51	.....	12 51	1 51	.....	3 1	4 28	.....	5 26	6 1	6 51	7 21	7|58

RADLEY TO ABINGDON

WEEKDAYS

SINGLE LINE. Worked by Train Staff and only one engine in steam at a time, or two coupled together. Form of Staff Square. Colour, Varnished Oak

DOWN

Mileage M	Mileage C		Ruling Gradient 1 in	C		B		B		B		B		B	B		B		G	B	B	B			B	B	
				Rail Motor Parcels		Rail Motor Mixed		Rail Motor		Rail Motor		Rail Motor		Rail Motor	Rail Motor				4‖8 pm Oxford L E	Rail Motor	Rail Motor	Rail Motor			Rail Motor	Rail Motor	
				3034																							
												SO															
		Radley .. ..dep	..	am 6 40	..	am 7 25	..	am 8 20	..	am 9 5	..	am 10 8	..	am 11 10	PM 12 8	..	PM 1 10	..	PM 4‖30	PM 5 15	PM 5 38	PM 6 10	..	..	PM 6 50	PM 7 30	..
2	44	Abingdon .....arr	200 F	6 45	.....	7 35	.....	8 25	.....	9 10	.....	10 13	.....	11 15	12 13	.....	1 15	.....	4‖35	5 20	5 43	6 15	.....	.....	6 55	7 35	.....

ABINGDON TO RADLEY

UP

		Ruling Gradient 1 in	B		B	B		B		B		B	G		B		B	B	B		B		B		C	C
			Rail Motor		Rail Motor	Rail Motor		Rail Motor		Rail Motor		Rail Motor	To Oxford L E				Rail Motor	Rail Motor	Rail Motor		Rail Motor		Rail Motor		Empty Rail Motor	To Oxford Empty Rail Motor
								SO																	SX	SO
	Abingdon .. ..dep	..	am 7 5	..	am 8 5	am 8 32	..	am 9 50	..	am 10 33	..	am 11 44	PM 12‖18	..	PM 12 55	..	PM 4 55	PM 5 25	PM 5 55	..	PM 6 20	..	PM 7 13	..	PM 7†40	PM 7†40
	Radley .....arr	200 R	7 10	.....	8 10	8 37	.....	9 55	.....	10 38	.....	11 49	12‖23	.....	1 1	.....	5 0	5 30	6 0	.....	6 25	.....	7 18	.....	7†45	7†45

SUNDAYS

DOWN

	B	B		B	B
	Rail Motor	Rail Motor		Rail Motor	Rail Motor
Radley .. ..dep	PM 6 35	PM 7 28	..	PM 9 25	PM 10 20
Abingdon .....arr	6 40	7 33	.....	9 30	10 25

SUNDAYS

UP

	B		B	B	C
	Rail Motor		Rail Motor	Rail Motor	Empty Rail Motor
Abingdon .. .. ..dep	PM 7 15	..	PM 9 10	PM 10 5	PM 10†35
Radley ..... arr	7 20		9 15	10 10	10†40

WEEKDAYS — OXFORD AND WITNEY TO FAIRFORD

SINGLE LINE between Yarnton Junction and Fairford, worked by the Electric Train Token and Electric Staff Sections

Electric Train Token—Yarnton and Eynsham, Eynsham and Witney Station, Witney Station and Brize Norton. Electric Train Staff—Brize Norton and Carterton, Carterton and Lechlade, Lechlade and Fairford.

The Crossing Stations are:—Yarnton, Eynsham, Witney, Brize Norton, Carterton, Lechlade and Fairford.

At Lechlade it is only possible to cross one passenger train and one freight train or two freight trains. The Passenger Train must be kept on the running line.

DOWN

Mileage from Oxford M	Mileage from Oxford C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in																			
						C							B		B		B			B		B		
						3115																		
						am							PM		PM		PM			SX PM		SO PM		
		63	40	**OXFORD** .. .. ..dep	..	6 45	Conveys passengers when necessary (Not advertised.) Calls at Cassington to unload newspapers. Engine to take water at Witney after departure of 6.47 am Fairford and then be shunted to Up Platform for unloading	..	..	..	..	..	12 15	Attach Van at Brize Norton off 6.45 am Oxford	..	4 18	..	6 18	..	..	9 50	Carterton and Alvescot treated as Halts	10 10	Carterton and Alvescot treated as Halts	..	..	..
3	65	67	25	Yarnton	240 R	6 52		.....	.....	.....	.....	.....	12 23		.....	4 26	.....	6 26	.....	.....	9 58		10 18		.....	.....	.....
4	75	68	35	Cassington Halt	..	6 55½		..	..	..	..	..	12a27		..	4 30	..	6a30	..	..	10b 3		10b23		..	..	..
7	12	70	52	Eynsham	100 F	7 8		.....	.....	.....	.....	.....	12 33		.....	4c37	.....	6 36	.....	.....	10 9		10 29		.....	.....	.....
9	22	72	62	South Leigh	132 R	7g17		..	..	..	..	..	12 39		..	4 43	..	6 42	..	..	10 15		10 35		..	..	..
11	75	75	35	Witney .....arr	100 R	7X23		.....	.....	.....	.....	.....	12X44		.....	4 48	.....	6X48	.....	.....	10 20		10 40		.....	.....	.....
				.. ..dep	..	7 50		..	..	..	..	..	12 49		..	4 54	..	6 56	..	..	10 26		10 46		..	..	..
15	51	79	11	Brize Norton and .....arr	100 R	7 57		.....	.....	.....	.....	.....	12 56		.....	5 1	.....	7 3	.....	.....	10 33		10 53		.....	.....	.....
				Bampton .. ..dep	..	8 5		..	..	..	..	..	1N 2		..	5 3	..	7 5	..	..	10 35		10 55		..	..	..
17	3	80	43	Carterton .....arr	100 R	8 8		.....	.....	.....	.....	.....	1 5		.....	5 6	.....	7X 8	.....	.....	10 38		10 58		.....	.....	.....
				.. ..dep	..	..		..	..	..	..	..	1 6		..	5 8	..	7 10	..	..	10 39		10 59		..	..	..
17	59	81	19	Alvescot	100 R	.....		.....	.....	.....	.....	.....	1 10		.....	5 12	.....	7 14	.....	.....	10 43		11 3		.....	.....	.....
19	68	83	28	Kelmscott and Langford ..	100 F	..		..	..	..	..	..	1 16		..	5 19	..	7 21	..	..	10 49		11 9		..	..	..
22	23	85	63	Lechlade	100 R	.....		.....	.....	.....	.....	.....	1 22		.....	5c26	.....	7c28	.....	.....	10 55		11 15		.....	.....	.....
25	42	89	2	**FAIRFORD** .. .. ..arr	100 R	..		..	..	..	..	..	1 29	Z	..	5 33	..	7 35	..	..	11 2		11 22		..	..	..

WEEKDAYS — FAIRFORD AND WITNEY TO OXFORD

UP

	Ruling Gradient 1 in																							
		B		B						B		B				B								
		am		am						PM		PM				PM								
FAIRFORD .. .. ..dep	..	6 47	..	..	..	..	..	..	..	12 10	..	1 55	..	..	..	6 10	Yarnton to be treated as an unstaffed Halt for this train. Guard to collect tickets	..	..	..	..	..	..	..
Lechlade	100 R	6 55	.....	.....	.....	.....	.....	.....	.....	12 18	.....	2 3	.....	.....	.....	6 19		.....	.....	.....	.....	.....	.....	.....
Kelmscott and Langford ..	117 R	7 0	..	..	..	..	..	..	..	12 23	..	2 8	..	..	..	6 24		..	..	..	..	..	..	..
Alvescot	100 R	7 6	.....	.....	.....	.....	.....	.....	.....	12 29	.....	2 14	.....	.....	.....	6 30		.....	.....	.....	.....	.....	.....	.....
Carterton .. .. ..arr	100 R	7 9	..	..	..	..	..	..	..	12 32	..	2 17	..	..	..	6 33		..	..	..	..	..	..	..
.. ....dep	.....	7 10	.....	8 23	.....	.....	.....	.....	.....	12 33	.....	2 18	.....	.....	.....	6 35		.....	.....	.....	.....	.....	.....	.....
Brize Norton and .. ..arr	100 R	7X13	..	8 26	..	..	..	..	..	12X36	..	2 21	..	..	..	6 38		..	..	..	..	..	..	..
Bampton .....dep	.....	7 15	.....	8 28	.....	.....	.....	.....	.....	12 38	.....	2 23	.....	.....	.....	6 39		.....	.....	.....	.....	.....	.....	.....
Witney .. ..arr	100 R	7X22	..	8X35	..	..	..	..	..	12X45	..	2 30	..	..	..	6X47		..	..	..	..	..	..	..
.....dep	.....	7 28	.....	8 43	.....	.....	.....	.....	.....	1 0	.....	2 40	.....	.....	.....	7 4		.....	.....	.....	.....	.....	.....	.....
South Leigh	100 R	7 33	..	8 48	..	..	..	..	..	1 5	..	2 45	..	..	..	7 9		..	..	..	..	..	..	..
Eynsham	132 R	7 38	.....	8c54	.....	.....	.....	.....	.....	1 10	.....	2 50	.....	.....	.....	7 14		.....	.....	.....	.....	.....	.....	.....
Cassington Halt	..	7 45	..	9 1	..	..	..	..	..	1 17	..	2 57	..	..	..	7 20		..	..	..	..	..	..	..
Yarnton	100 R	7 49	.....	9 5	.....	.....	.....	.....	.....	1 21	.....	3 1	.....	.....	.....	7 23		.....	.....	.....	.....	.....	.....	.....
OXFORD .. .. ..arr	..	7 56	..	9 13	..	..	..	..	..	1 28	..	3 8	..	..	..	7 30		..	..	..	..	..	..	..

WEEKDAYS — BLETCHLEY AND OXFORD — SUNDAYS

DOWN

Mileage M	Mileage C		A		C	B	B	B	B	B	B	B	B	B	B	B	B	B			G			C			
					Parcels		‡ 8.33 am							‡8.31 pm				10.20 pm from Oxford			LE		ECS			
		..			3021																					
			MO		MX				WSX	SO			WO													
			am		am	am	am	am	noon	PM	PM	PM	noon	PM	PM	am	PM	PM			PM			PM			
0	0	BLETCHLEY .. ..dep	4 55	Not advertised Mails	4 55	5 24	7 26	9 27	12 0	12 10	1 36	5 5	12 0	8‡35	10 0	8 37	1 0	..			..			..			
19	40	Bicester London Road arr	5 29		5 29	6 2	8 10	10 10	12 42	12 53	2 18	5 49	12 43	9 17	10 38	9 18	1 42	..	B.O.D. Exchange Sidings arrive 10.50 pm	Not advertised	..	To work 11‖43 pm to Oxford 11‖40 pm from B.O.D Exchange Sidings	Bicester No. 2 arrive 10‖53 pm	..			
		.....dep	5 33		5 33	6 4	8 12	10 12	12 44	12 55	2 19	5 51	12 45	9 19	10 41	9 20	1 44	10 45			10‖50			11N‡40			
25	40	Islip	..		..	6b15	8 22	10 22	12 54	1 5	2 29	6b 2	12 55	9 29	..	9 30	1b55	..			..			..			
30	67	Oxford North Jn. W.R.	5 53		5 53	6 23	8 30	10 30	1 5	1 13	2 37	6 10	1 5	9 37	10 54	9 38	2 3	.....			.....			12Y*2	Z B.O.D. Y Arr. Exchange Sidings 12*1 night	After working 10.20 pm from Oxford	Z To back shunt to Jericho Middle Road
31	20	OXFORD .. .. ..arr	5 55		5 55	6 25	8‡32	10 32	1 7	1 16	2 39	6 12	1 7	9 39	10 56	9 40	2 5	..	..	..	..			12Z‡5		..	..

WEEKDAYS — OXFORD AND BLETCHLEY — SUNDAYS

UP

Mileage M	Mileage C			B		B	B						B	B		B		B		B			B	B		G	B
													To Cambridge	To Bedford SX Cambridge SO						To Wolverton						10‖22 pm LE (W.D.) from B.O.D. Exchange Sdgs.	To Bicester B.O.D. Exchange Sdgs.
							SX		SO									SX		SO							
				am		am	am		am				PM	PM		PM		PM		PM			am	PM		PM	PM
0	0	OXFORD .. .. ..dep	..	6‡25	‡ Oxford depart 6.23 am Bletchley arr. 7.31 am	7‡58	9‡55	..	10‡20	..	..	..	2‡30	5‡17		6‡45	..	10‡50		10‡55			10‡36	4‡45	..	..	10 20
0	33	Oxford North Jn. W.R.	.....	6 27		8 0	9 57	.....	10 22	.....	.....	.....	2 32	5 19		6 47	.....	10N57		11N 2			10 38	4 47	.....	.....	10 22
5	60	Islip	..	6a36		8 8	10 5	..	10 30	..	..	..	2 40	5 27	Z SO arrive 6.21 pm	6b56	..	..		11b11			10b47	4b56	..	..	..
11	60	Bicester London Road ..arr	.....	6 45		8 17	10 14	.....	10 39	.....	.....	.....	2 49	5 36		7 5	.....	11 14	Oxford North Jn. arrive 10.52 pm	11 20	Oxford North Jn. arrive 10.57 pm	....	10 56	5 5	.....	10‖27	10 40
		.. .. ..dep	..	6 46		8 18	10 15	..	10 40	..	..	..	2 51	5 38		7 8	..	11 19		11 24		..	10 59	5 7	..	..	..
31	20	BLETCHLEY .....arr	.....	7‡30	.....	8 57	10 58	.....	11 19	.....	.....	.....	3 37	6N23	.....	7 56	.....	11 58	.....	12 5	.....	.....	11 41	5 49	.....	To work 10.20 pm Oxford to B.O.D. Exchange Sidings	Not advertised
						‡ 7.56 am	‡ 9.53 am		‡ 10.18 am				‡ 2.28 pm	‡ 5.15 pm		‡ 6.43 pm Mails		‡ 10.48 pm		‡ 10.53 pm			‡ 10.34 am	‡ 4.43 pm			

PRINCES RISBOROUGH TO OXFORD

SINGLE LINE, worked by Electric Train Token between Princes Risborough and Kennington Junction. The crossing Stations are at Princes Risborough, Thame, Wheatley, Morris Cowley and Kennington Junction. At Morris Cowley it is only possible to cross one Passenger and one Freight train, or two Freight trains. The Passenger train must be kept on the Running Line. 'Change of Gradient Boards' (illuminated at night) are fixed between Thame and Tiddington on the Up Side of the Line at 6 miles 8 chains, 6 miles 42 chains and 7 miles 10 chains. Diesel Cars must stop dead at Princes Risborough North. Thame, Wheatley, Morris Cowley and Kennington Junction Signal Boxes to exchange Token.

WEEKDAYS

SUNDAYS

DOWN

Mileage from Paddington M	Mileage from Paddington C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in	C		B	C	B	B	B	B		B	B	B	B	C		B	B				B		B
						To Leamington Parcels			E C S							To Banbury	To Banbury		E C S		Diesel							
						3826																						
						MX		SX	SX				SO			MSX	MO		SX								
				PADDINGTON ..dep	—	am 12 40		am	am ..	am ..	am ..	am ..	PM ..	..	PM ..	PM ..	PM ..	PM ..	PM ..	..	PM ..	PM ..	..	..	..	am ..	..	PM ..
34	54	0	0	PRINCES RISB'RO' dep	.....	1 46	.....	Not advertised	.....	8 17	9 45	11 20	1 58	.....	4 2	.....	.....	5 44	.....	.....	6 48	8 10	.....	.....	.....	11 5	.....	7 5
36	34	1	51	Bledlow	85 F	..	..			8 21	9 49	11 24	2 2	..	4 6	..	..	5 48	..	..	6 52	8 14	..	..	..	11 9	..	7 9
39	15	4	32	Towersey Halt.....	.....	.....	.....			8 26	9 54	11 29	2 7	.....	4 11	.....	.....	5 53	.....	.....	6 57	8 19	.....	.....	.....	11 14	.....	7 14
40	36	5	53	THAME .. ..arr	97 R	..	..			8X29	9 57	11 32	2 10	..	4 14			5 56	..	..	7X 0	8 22	..	..	..	11 17	..	7 17
				.....dep	.....	.....	.....	6 17		8 32	10 0	.....	2 11	.....	4 15	Not advertised to Oxford	Not advertised to Oxford	.....	6†23	.....	7 2	8 23	.....	.....	.....	11 22	.....	7 20
44	48	9	65	Tiddington	110 R	..		6 26		8 40	10 8	..	2 19	..	4 23			..	..		7 10	8 31	..	..	..	11 30	..	7 28
47	76	13	13	WHEATLEY.....arr	68 R	.....	Kennington Jn. arrive 2*26 am	6 33	Z. arr. 7.28 a.m.	8 46	10 14	.....	2 25	.....	4 29			.....	6X36	Kennington Jn arrive 6*52 pm	7X16	8 37	.....	.....	.....	11 36	.....	7 34
				.. ..dep	..	2 13		6 35		8 56	10 16	..	2 26	..	4 30			..	6†41		7 18	8 38	..	..	..	11 39	..	7 36
49	51	14	68	Horspath Halt	.....	.....		6 40		9 1	10 21	.....	2 31	.....	4 35			.....	.....		7 23	8 43	.....	.....	.....	11 44	.....	7 41
50	73	16	10	MORRIS COWLEY arr	77 F	..		6 45	..	9 5	10 24	..	2 34	..	4 38	..	..	..	..		7 27	8 46	..	..	..	..	..	..
				.....dep	... ..	.....		.....	7†20	9 6	10 25	.....	2 35	.....	4 39	5X15	5X27	.....	6 47		7 30	8 47	.....	.....	.....	.....	.....	.....
52	30	17	47	Littlemore	82 F	..	..		..	9 10	10 29	..	2 39	..	4 43	5 19	5 31	..	..	..	7 34	8 51	..	..	..	11 52	..	7 48
53	31	18	48	Kennington Jn.	93 F	2N43	.....	Back shunt to Loop	7N34	9 13	10 32	.....	2 42	.....	4X46	5X22	5X34	.....	6X54	.....	7 37	8 54	.....	.....	.....	11 55	.....	7 51
55	59	20	76	OXFORD .. ..arr	—	2 50	..		7†40	9 22	10 37	..	2 50	..	4 50	5 26	5 38	..	7† 0	..	7 44	8 58	..	..	..	12 0	..	7 58

OXFORD TO PRINCES RISBOROUGH

WEEKDAYS

UP		C	B	B			B	B	B	C	B	C	B	C	B	B		B	B			B	B	B
	Ruling Gradient 1 in	ECS	5.55 am Banbury	6.40 am Kingham			To Paddington			ECS		ECS		ECS					To High Wycombe			To Paddington		
		SX						SO		SX		MSX	MSX	MO	MO				SX					
		am	am	am			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM			am	am	PM
OXFORD .. .. ..dep	..	5†10	6 49	7 50	..	..	..	12 52	2 42	3†50	4 42	5†10	Not advertised	5†10	Not advertised	..	..	6 15	6 50	..	..	7 10	10 0	5 50
Kennington Jn.	L	5 16	6 53	7 54	.....	.....	.....	12 56	2 46	3 55	4X47	5X*23		5X*34		.....	.....	6 19	6X54	.....	.....	7 14	10 4	5 54
Littlemore	93 R	..	6a56½	7 58	..	..	..	1 0	2 50	..	4 51	..		..		..	..	6 23	6 58	..	..	7 18	10 8	5 58
MORRIS COWLEY arr	82 R	.....	7 0	8 2	.....	.....	.....	1 4	2 54	4† 2	4 55	5†29		5†40		.....	.....	6 27	7 2	.....	.....	.....	.....	.....
.. ..dep	..	5 20	7 10	8 3	..	..	..	1 5	2 56	..	4 56	..	5 31	..	5 42	..	..	6 28	7 3	..	..	..	..	..
Horspath Halt	.....	.....	7 15	8 8	.....	.....	.....	1 10	3 1	.....	5 1	.....	5 36	.....	5 47	.....	.....	6 33	7 8	.....	.....	7 26	10a16	6a 6
WHEATLEY .. ..arr	77 F	5 26	7 19	8 12	..	..	..	1 14	3 5	..	5 5	..	5 40	..	5 51	..	..	6X37	7X13	..	..	7 30	10 20	6 10
.....dep	.....	.....	7 22	8 14	.....	.....	.....	1 15	3 7	.....	5 6	.....	5 41	.....	5 52	.....	.....	6 39	7 17	.....	.....	7 32	10 22	6 13
Tiddington	68 F	..	7c30	8 21	..	..	..	1 22	3 14	..	5 13	..	5 48	..	5 59	..	..	6 46	7 24	..	..	7 39	10 29	6c21
THAME .....arr	110 F	5†40	7 37	8X28	.....	.....	.....	1 29	3 21	.....	5 19	.....	5X55	.....	6X 6	.....	.....	6X53	7 31	.....	.....	7 46	10 36	6c28
.. ..dep	..	..	7 45	8 51	..	..	12 11	1 31	3 25	..	5 20	..	..	..	..	6 15	..	7 1	7 40	..	..	7 49	10 38	6 33
Towersey Halt.....	.....	.....	7a49	8a55	.....	.....	12 15	1a35	3 29	.....	5a24	.....	.....	.....	.....	6 20	.....	7 5½	7 44	.....	.....	7 53	10a42	6a37
Bledlow	97 F	..	7 56	9 2	..	..	12 22	1 42	3 36	..	5 31	..	..	..	..	6 27	..	7 10½	7 50	..	..	8 0	10 49	6 44
PRINCES RISB'RO' arr	85 R	.....	8 0	9 6	.....	.....	12 26	1 46	3 41	.....	5 35	.....	.....	.....	.....	6 32	.....	7 15	7 54	.....	.....	8 4	10 53	6 48
PADDINGTON ..arr	..	..	..	..	..	..	1 32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 29	..	..

SUNDAYS

PRINCES RISBOROUGH TO AYLESBURY — WEEKDAYS

SINGLE LINE. Worked by Electric Train Token. Monks Risborough and Whiteleaf, Little Kimble and South Aylesbury are unstaffed Halts. Aylesbury Branch Trains running into the Bay Line at Princes Risborough must not exceed 48 wheels. Passenger coaches must always be formed next the engine. Passenger Trains to carry 'B' Headcode. Branch Freight Trains to carry one headlamp in centre of buffer plank.

DOWN

Mileage M	Mileage C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in	B	B		B	B	B	B	B		B	B	B	B		B		B	B	B	B	B
						Rail Motor	Rail Motor		Rail Motor	Rail Motor		Rail Motor	2.22 pm High Wycombe Rail Motor		1.0 pm Paddington		Rail Motor	3.6 pm Maidenhead	3.58 pm Slough SX 4.20 pm (SO) Maidenhead	Rail Motor		Rail Motor		Rail Motor	7.30 pm High Wycombe Rail Motor	7.20 pm Marylebone E.R.	8.50 pm High Wycombe	9.20 pm Marylebone E.R.
								May be held up to 10 minutes to connect 7.36 am Padd'n				SO	SX	Runs 3 minutes later throughout when 1.58 pm @ Paddington to Wolverhampton runs	SO	Runs 3 minutes later throughout when 1.58 pm @ Paddington to Wolverhampton runs				SO		SX		SX	SO	SX	SX	
						am	am		am	PM		PM	PM		PM		PM	PM	PM	PM		PM		PM	PM	PM	PM	PM
				PRINCES RISBORO' dep	..	8 27	9 50		11 15	12 40	..	1 55	2X45		2X45		3 40	4 0	5X12	6 17	..	6 50	..	7 45	7 49	8 37	9 10	10 31
1	29	43	52	Monks Risboro' & W'leaf	.....	8 31	9 54		11 19	12 44	.....	1 59	2 49		2 49		3 44	4 4	5 16	6 21	.....	6 54	.....	7 49	7 53	8 41	9 14	10 35
2	71	45	14	Little Kimble	102 R	8 35	9 58		11 23	12 48	..	2 3	2 53		2 53		3 48	4 8	5 20	6 25	..	6 58	..	7 53	7 57	8 45	9 18	10 39
6	41	48	64	South Aylesbury	.....	8 43	10 5		11 30	.....	.....	.....	3 0		3 0		3 55	.....	5 27	6 32	.....	7 5	.....	8 0	8 4	.....	.....	.....
7	18	49	41	AYLESBURY .. ..arr	50 F	8 46	10 8		11 33	12 57	..	2 12	3 3		3 3		3 58	4 17	5 30	6 35	..	7 8	..	8 3	8 7	8 54	9 27	10 48

AYLESBURY TO PRINCES RISBOROUGH — WEEKDAYS

UP

	Ruling Gradient 1 in	C	C	B	B	B	C	B		B	B	B		B	B	B	B		B	B	B		B	
			E.R. E C S	To Marylebone	Rail Motor	To Paddington	Empty Rail Motor	Rail Motor		Rail Motor	To High Wycombe Rail Motor	Rail Motor		To High Wycombe SX P. Risborough SO Rail Motor	Rail Motor	Rail Motor	To Paddington		To Maidenhead	To Maidenhead	To High Wycombe Rail Motor		Rail Motor	
			SX								SX	SO			SO	SX	SO			SX	SO		SX	
			am	am	am	am	am	am		am	am	PM		PM	PM	PM	PM		PM	PM	PM		PM	
AYLESBURY .. ..dep	..	..	6†15	6 58	7 18	7 43	8† 5	8 55	..	10 50	11 55	12 5	..	1 25	2 22	3 15	3 20	..	4 42	6 25	6 42	..	7 20	..
South Aylesbury	.....	.....	.....	.....	.....	7 46	.....	8 57	.....	10 52	.....	.....	.....	1 27	.....	3 17	3 22	.....	4 45	6 27	6 44	.....	7 22	.....
Little Kimble	50 R	..	..	7 7	7 27	7 54	..	9 5	..	11 0	12 4	12 14	..	1 35	2 31	3 25	3 30	..	4 52	6 35	6 52	..	7 30	..
Monks Risboro' & W'leaf	.....	.....	.....	7 11	7 31	7 58	.....	9 9	.....	11 4	12 8	12 18	.....	1 39	2 35	3 29	3 34	.....	4 56	6 39	6 56	.....	7 34	.....
PRINCES RISB'RO' arr	102 F	..	6†30	7 15	7 35	8 2	8†20	9 13	..	11 8	12 12	12 22	..	1 43	2X39	3 33	3 38	..	5X 0	6 43	7 0	..	7 38	..

SUNDAYS

DOWN

	B	B	B	B	B	B	B
	5.30 am Marylebone to Brackley E.R.	9.45 am High Wycombe Rail Motor	Rail Motor	Rail Motor	3.40 pm High Wycombe Rail Motor	5.20 pm Marylebone to Brackley E.R.	6.40 pm Maidenhead
	am	am	am	PM	PM	PM	PM
PRINCES RISB'RO' dep	6 42	10 2	11 0	12 55	3 58	6 34	7 26
Monks Risboro' & Whiteleaf	.....	10 6	11 4	12 59	4 2	6a38	7 30
Little Kimble	..	10 10	11 8	1 3	4 6	6a42	7 34
South Aylesbury	.....	10 17	11 15	1 10	4 13	.....	7 41
AYLESBURY .. ..arr	6 57	10 20	11 18	1 13	4 16	6 51	7 44

SUNDAYS

UP

	G	B	B	B	B	B	B
	To High Wycombe L E	To High Wycombe Rail Motor	8.5 am Brackley to Marylebone	Rail Motor	Rail Motor	To High Wycombe Rail Motor	To Maidenhead
	am	am	am	am	PM	PM	PM
AYLESBURY .. ..dep	5‖20	8 15	8 41	10 35	12 30	2 25	7 57
South Aylesbury	.....	8 17	8a43	10 37	12 32	2 27	7 59
Little Kimble	..	8 25	8a51	10 45	12 40	2 35	8 7
Monks Risboro' & Whiteleaf	.....	8 29	8a55	10 49	12 44	2 39	8 11
PRINCES RISB'RO' arr	5‖35	8 33	8 59	10 53	12 48	2 43	8 15

DIDCOT TO NEWBURY AND WINCHESTER CHESIL

WEEKDAYS

Single Line worked by Electric Train Token between Winchester Chesil and Woodhay. Crossing Places are Winchester Chesil, Worthy Down, Sutton Scotney, Whitchurch Town, Burghclere and Woodhay. Double Line between Woodhay and Didcot. Working of Heavy Engines between Winchester Chesil and Didcot.—For particulars of authorised classes, at restricted speeds, see page 199

DOWN

Mileage from Didcot M	Mileage from Didcot C	Mile Post Mileage M	Mile Post Mileage C		Ruling Gradient 1 in	G				B		B					B		B				B			C		
						L E				To Eastleigh		To Eastleigh							2.56 pm Oxford to Eastleigh				To Eastleigh			Parcels		
																										3049		
																	SO									SX Q		
						am				am		am					PM		PM				PM			PM		
—	—	—	—	**DIDCOT** .. .. ..dep	..	5‖45	..	..	..	7 40	..	10 50	..	..	..	..	2 0	..	3 38	..	..	..	5 55	..	..	10 25	..	
	22	17	27	Didcot East Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
2	75	14	54	Upton and Blewbury arr	106 R	..	..	..	..	7 46	..	10 56	..	..	..	..	2 6	..	3 44	..	..	..	6 1	..	..	..	..	
				.....dep	.....	.....	.....	.....	.....	7 47	.....	10 58	.....	.....	.....	.....	2 7	.....	3 45	.....	.....	.....	6 2	.....	.....	.....	.....	
6	50	10	79	Churn	106 R		..	..	..	7 54	..	Z	..	..	..	..	Z	..	Z	..	..	..	Z	..	..	..	..	
8	35	9	14	Compton .....arr	106 R	.....	.....	.....	.....	7 58	.....	11 9	.....	.....	.....	.....	2 17	.....	3 55	.....	.....	.....	6 12	.....	.....	.....	.....	
				.. ..dep	..	To work 6.45 am Newbury to Didcot	..	..	..	7 59	..	11 11	..	..	..	..	2 18	..	3 56	..	..	..	6 14	..	..	10 45	..	
10	42	7	7	Hampstead Norris ....arr	106 F		.....	.....	.....	8 3	.....	11 15	.....	.....	.....	.....	2 24	.....	4 0	.....	.....	.....	6 18	.....	.....	.....	.....	
				.. ..dep	..		..	..	..	8 4	..	11 17	..	..	..	..	2 25	..	4 1	..	..	..	6 20	..	..	..	..	
12	60	4	69	Pinewood Halt	.....		.....	.....	.....	8 10	.....	11 23	.....	.....	.....	.....	2 31	.....	4 7	.....	.....	.....	6 27	.....	.....	.....	.....	
13	36	4	13	Hermitage .. .. ..arr	106 R	..	..	..	..	8 12	..	11 25	..	..	..	..	2 33	..	4 9	..	..	..	6 29	..	..	..	..	
				.....dep	.....	.....	.....	.....	.....	8 13	.....	11 27	.....	.....	.....	.....	2 34	.....	4 10	.....	.....	.....	6 32	.....	.....	.....	.....	
17	49	0	0	Newbury East Jn.	106 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 3	..	
17	77	—	—	**NEWBURY** .....arr	513 F	6‖20	.....	.....	.....	8 21	.....	11 36	.....	.....	.....	.....	2 45	.....	4 20	.....	.....	.....	6 41	.....	.....	11 5	.....	
				.. ..dep	..	..	..	..	..	9 7	..	12 25	..	..	..	..	..	..	4 32	..	..	..	7 25	..	..	..	..	
19	7	0	0	Enborne Jn. .....arr	199 R	.....	.....	.....	.....	9 10	.....	12 28	.....	.....	.....	.....	.....	.....	4 35	.....	.....	.....	7 28	.....	.....	.....	.....	
44	27	25	20	**WINCHESTER** arr	106 F	..	..	..	..	10 8	..	1X24	..	..	..	..	..	..	5X30	..	..	..	8 23	..	..	..	..	..
				CHESIL ..dep	.....	.....	.....	.....	.....	10 10	.....	1 26	.....	.....	.....	.....	.....	.....	5 31	.....	.....	.....	8 25	.....	.....	.....	.....	.....

Z Calls at Churn to pick up or set down passengers on previous notice being given at Didcot. The 5.55 pm Didcot calls during the period of daylight only. Guard to collect tickets of passengers alighting

WINCHESTER CHESIL TO NEWBURY AND DIDCOT

WEEKDAYS

UP

	Rulling Gradient 1 in																						
		B		B						B		B		B			B						
				6.28 am Totton to Reading						12.8 pm Eastleigh		2.12 pm Eastleigh					4.53 pm Southampton (Terminus) SX 5.12 pm Eastleigh SO						
														SO									
				am						PM		PM		PM			PM						
WINCHESTER CHESIL arr	..	..	..	7 12	..	..	..	..	..	12 23	..	2 27	‡ 5.4 pm	..	..	..	5X27	..	..	..	..	..	..
..dep	.....	.....	.....	7 15	.....	.....	.....	.....	.....	12 26	.....	2 29		.....	.....	.....	5 34	.....	.....	.....	.....	.....	.....
Enborne Jn.	106 F	..	..	8 22	..	..	..	..	..	1 27	..	3V35		..	..	..	6 38	..	..	..	..	..	..
NEWBURY .....arr	199 F	Bay	.....	8 25	.....	.....	.....	.....	.....	1 30	.....	3 38		.....	.....	.....	6 41	.....	.....	.....	.....	.....	.....
.. ..dep	..	6 45	..	8 28	..	..	..	..	..	1 58	..	4 20	..	5 45	..	..	7 21	..	..	..	..	..	..
Newbury East Jn.	513 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hermitage .. .. ..arr	106 R	6 53	..	..	..	..	..	..	..	2 6	..	4 28	V Must not be allowed to delay 10.0 a.m. Penzance to Paddington	5 53	..	..	7 29	..	..	..	..	..	..
.....dep	.....	6 55	.....	.....	.....	.....	.....	.....	.....	2 7	.....	4 29		5 54	.....	.....	7 30	.....	.....	.....	.....	.....	.....
Pinewood Halt	..	6 58	..	..	..	..	..	..	..	2 10	..	4 32		5 57	..	..	7 33	..	..	..	..	..	..
Hampstead Norris ....arr	106 F	7 2½	.....	.....	.....	.....	.....	.....	.....	2 15	.....	4 37		6 2	.....	.....	7 38	.....	.....	.....	.....	.....	.....
.. ..dep	..	7 3	..	..	..	..	..	..	..	2 16	..	4 38		6 3	..	..	7 39	..	..	..	..	..	..
Compton .....arr	106 R	7 7	.....	.....	.....	.....	.....	.....	.....	2 20	.....	4 42		6 8	.....	.....	7 43	.....	.....	.....	.....	.....	.....
.. ..dep	..	7 12	..	..	..	..	..	..	..	2 21	..	4 44		6 9	..	..	7 44	..	..	..	..	..	..
Churn	132 R	.....	.....	.....	.....	.....	.....	.....	.....	Z	.....	Z		Z	.....	.....	Z	.....	.....	.....	.....	.....	.....
Upton and Blewbury arr	106 F	7 21	..	..	..	..	..	..	..	2 30	..	4 53		6 18	..	..	7 53	..	..	..	..	..	..
.....dep	.....	7 22	.....	.....	.....	.....	.....	.....	.....	2 32	.....	4 55		6 19	.....	.....	7 54	.....	.....	.....	.....	.....	.....
Didcot East Jn.	106 F	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
DIDCOT .....arr	.....	7 28	.....	.....	.....	.....	.....	.....	.....	2 38	.....	5‡ 1		6 25	.....	.....	8 0	.....	.....	.....	.....	.....	.....
		Bay								RL		Bay		Bay			Bay						

Z Calls at Churn during the period of daylight only to pick up or set down passengers on previous notice being given at Newbury. Guard to collect tickets of passengers alighting

NEWBURY TO LAMBOURN

WEEKDAYS

Single Line worked by Electric Token System. Crossing Stations are Newbury, Welford Park and Lambourn

ENGINE WORKING.—For details showing classes of engines permitted to work over this Branch, see page 198. **Restrictions of Speed** for Branch Passenger Trains, see page 191

DOWN

Mileage M	Mileage C		Ruling Gradient 1 in																							
					B			B							B			B								
					News and Parcels Diesel			Diesel										Diesel								
					Conveys passengers (unadvertised) between Newbury and Welford Park																					
					am			am							PM			PM								
		NEWBURY .....dep	.....	.....	6 50	.....	.....	10 15	.....	.....	.....	.....	.....	.....	4 15	.....	.....	5 20	.....	.....	.....	.....	.....	.....	.....	.....
1	53	Speen	75 R	..	6 57		..	10 21	..	..	..	..	..	..	4 21	..	..	5 26	..	..	..	..	..	..	..	..
2	60	Stockcross and Bagnor	84 R	.....	7 2		.....	10 25	.....	.....	.....	.....	.....	.....	4 25	.....	.....	5 30	.....	.....	.....	.....	.....	.....	.....	.....
4	56	Boxford Halt	82 R	..	7R 7		..	10 30	..	..	..	..	..	..	4 30	..	..	5 35	..	..	..	..	..	..	..	..
6	19	Welford Park .....arr	62 R	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		.. ..dep	..	..	7 13		..	10 36	..	..	..	..	..	..	4 36	..	..	5X41	..	..	..	..	..	..	..	..
8	14	Great Shefford	210 R	.....	7 22		.....	10 42	.....	.....	.....	.....	.....	.....	4 42	.....	.....	5 47	.....	.....	.....	.....	.....	.....	.....	.....
9	74	East Garston	89 R	..	..		..	10 47	..	..	..	..	..	..	4 47	..	..	5 52	..	..	..	..	..	..	..	..
11	2	Eastbury	60 R	.....	.....		.....	10 51	.....	.....	.....	.....	.....	.....	4 51	.....	.....	5 56	.....	.....	.....	.....	.....	.....	.....	.....
12	33	**LAMBOURN** .. ..arr	62 R	..	7 35		..	10 55	..	..	..	..	..	..	4 55	..	..	6 0	..	..	..	..	..	..	..	..

LAMBOURN TO NEWBURY

WEEKDAYS

UP

		Ruling Gradient 1 in																							
						B		B						C		B									
						Diesel Mixed Z		Diesel						E C S		Diesel Mixed Z									
						am		am						PM		PM									
	LAMBOURN .. .. ..dep	..	..	..	..	7 55	To convey cattle traffic only	11 15	..	..	..	..	..	5†15	..	6 5	To convey cattle traffic only	..	..	..	..	..	..	..	..
	Eastbury	62 R	.....	.....	.....	7 59		11 19	.....	.....	.....	.....	.....	.....	.....	6 9		.....	.....	.....	.....	.....	.....	.....	.....
	East Garston	60 F	..	..	..	8 4		11 23	..	..	..	..	..	..	..	6 14		..	..	..	..	..	..	..	..
	Great Shefford	89 F	.....	.....	.....	8 10		11 28	.....	.....	.....	.....	.....	.....	.....	6 20		.....	.....	.....	.....	.....	.....	.....	.....
	Welford Park .. .. ..arr	167 R	..	..	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
	.....dep	..	.....	.....	.....	8 18		11 35	.....	.....	.....	.....	.....	5X42	.....	6 28		.....	.....	.....	.....	.....	.....	.....	.....
	Boxford Halt	62 F	..	..	..	8 23	Z	11 40	..	..	..	..	..	..	..	6 33	Z	..	..	..	..	..	..	..	..
	Stockcross and Bagnor	61 R	.....	.....	.....	8 29		11 47	.....	.....	.....	.....	.....	.....	.....	6 39		.....	.....	.....	.....	.....	.....	.....	.....
	Speen	84 F	..	..	..	8 33	..	11 50	..	..	..	..	..	..	..	6 43		..	..	..	..	..	..	..	..
	NEWBURY..... arr	63 F	.....	.....	.....	8 40		11 55	.....	.....	.....	.....	.....	6† 0	.....	6 50		.....	.....	.....	.....	.....	.....	.....	.....

UP

Mileage From N. Acton M	Mileage From N. Acton C	Mileage From Pole Jct. M	Mileage From Pole Jct. C		Ruling Gradient 1 in	WR	WR	WR	WR	WR	WR	WR	WR	LMR	WR	LMR	LMR	WR	LMR	WR	WR	WR	SR	LMR	WR	WR	SR	WR
						L E	4.20 pm Exeter Milk	3.50 pm Whitland Milk	To West London L E	4.10 pm (Sun.) Whitland Milk	To Wood Lane L E	12.15 am West Ealing Milk	12.35 pm (Sun.) Penzance Milk	12†40 am Old Oak Sidings E C S	To Wood Lane L E	12‡25 am Devons Road E B V	Milk	12.20 pm Penzance Milk	Milk	6.0 pm (Sun.) Taunton Milk	1.25 am West Ealing Milk	5.15 pm Whitland Milk	Milk	E B V	1.50 am West Ealing Milk	5.25 pm (Sun.) Whitland Milk	Milk	6.45 pm Carmarthen Milk
Mileage						3032	3017	3012		3012		3116	3019					3019		3018	3117	3013			3118	3013		3015
						MO	MO	MX	MO	MO	MX	MX	MO	MX	MO	MO	MO	MX	MX	MO	MX	MX			MX	MO	MX	MX
						am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
				WILLESD'N (M. Line) dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 20	.....	1 30	.....	.....	.....	.....	2†20	.....	.....	.....	.....
				Willesden (High Level) ..		..	..	.....	..	..	.....	..	..	..	..	1 6	..	..	..	..	..	..	..	..	..	..	..	..
				OLD OAK COMMON		.....	12 1	Continued from Page 167	.....	.....	12‖15	12 26	.....	.....	1‖ 5	.....	.....	.....	.....	.....	1 35	.....	.....	.....	.....	.....	.....	.....
				WEST LONDON ..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
				North Pole Jn.	L	.....	12 4		.....	.....	12 20	12 28	.....	12 48	1 7	1 11	1 24	.....	1 34	.....	1 40	.....	.....	2 23	.....	.....	.....	.....
				North Acton Jn.	109 F	..	..		..	11*56	..	..	12 23	..	..	..	..	12*47	..	1 13	..	1*30	..	..	2 4	2 4	..	2 20
1	76			Wood La. Milk Depot arr	70 F	.....	.....	←	.....	12 2	.....	.....	12 30	.....	.....	.....	.....	12 53	.....	1 21	.....	1 36	.....	.....	2 10	2 10	.....	2 26
				.. ..dep	‡	12‖ 1	..	12 10	12‖15	12 20	..	..	12 45	..	..	..	..	1 26	..	1 36	..	1 50	..	..	..	2 35	..	2 55
2	23		60	Viaduct Jn.	60 F	12 2	.....	12 12	.....	12 22	.....	12 30	12 47	.....	.....	.....	.....	1 28	.....	1 38	.....	1 52	.....	.....	.....	2 37	.....	3 0
			63	Shepherds Bush Depot arr	123 F	..	..	..	12‖17	..	12‖25	..	..	..	1‖12	..	..	..	..	..	..	..	..	..	..	..	..	..
		1	70	KENSINGTON arr	L	12‖ 6	12 10	12 16	.....	12 27	.....	12 35	12 50	12‡55	.....	1†20	1 32	1 32	1 42	1 42	1 50	1 55	.....	2‡30	.....	2 40	.....	3 5
				(Olympia) dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 0	..	..	..	2 45	..
		4	58	Latchmere Jn.	120 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 10	.....	.....	.....	2 55	.....
		5	31	CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
				(Central) dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				CLAPHAM JN. (Western) .. ..arr	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 13	..	..	..	..	
		5	43	Longhedge Jn.	.....	After working 11.32 pm West Ealing Shunts at Kensington then L E to West London at 1‖45 am	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 57	
		6	7	Stewarts Lane .. ..arr	..		..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 5	
				VICTORIA (Eastern) arr	.....		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
					‡ Wood Lane to Viaduct Jn. 1 in 90R		L E to Southall at 12‖40 pm	Engine to shunt at Kensington until 2.25 am then light to Wood Lane at 2‖33 am to work 6.45 pm Carmarthen Milk	After working 4.10 pm (Sun.) Whitland	L E to Old Oak Common at 1‖25 am	Shepherds Bush depart 12‖42 pm to Wood Lane to work 12.20 pm Penzance to Kensington	L E to Wood Lane at 1‖15 am	Engine becomes Kensington Pilot and Works 8.50 am to Wood Lane	To work 1.45 a.m. to Ilford Milk	Shepherds Bush depart 1‖15 am	To work 2.0 am to Ilford Milk	To run L E when no milk Engine works 2.28 am Kensington to Kilburn	Engine becomes Kensington Pilot and works 8.50 am to Wood Lane	To run L E when no milk Engine works 2.28 am Kensington to Kilburn	L E to Wood Lane at 1‖55 am for 5.25 pm (Sun.) Whitland	Engine to shunt at Kensington until 4.30 am, then light to Acton at 4‖35 am	L E to Swindon at 2‖5 am or RAO		To work 3.0 am to Cricklewood	Engine works 3.5 am to West Ealing	L E to Wood Lane at 3‖10 am to work 3.30 am to West Ealing		Engine to shunt at Kensington until 3.35 am then light to Old Oak Common Shed at 3‖38 am

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH) — WEEKDAYS

UP	SR		LMR	WR	SR				WR	WR			WR	SR	WR		LMR	WR	WR	LMR	SR	SR	SR		LMR		LMR
	Milk		Parcels	6.25 pm (Sun.) Whitland Milk	To East Croydon Milk				3||25 am Southall L E	5.40 pm (Sun.) Penzance Milk			To Wood Lane L E	Milk	6.0 pm Penzance Milk		L E	9.10 pm (Sun.) Carmarthen Milk	8.30 pm Whitland Milk	E C S	To Stewarts Lane Milk	Milk	Parcels		4.39 am Bletchley to Victoria Parcels		4.39 am Bletchley Parcels
				3015						3023					3023			3016	3016						366		366
	MO			MO					MO	MO			MX	MO Q	MX		SO	MO	MX	SX	MX	MO			MX		MX
	am		am	am	am				am	am			am	am	am		am	am	am	am	am	am	am		am		am
WILLESD'N (M. Line) dep			2 45														5||55			6N20					7 3		
Willesden (High Level) ..																											
OLD OAK COMMON													4||35									MX Q					
WEST LONDON ..																											
North Pole Jn.			2 48										4 43				5 59			6 34					7 7		
North Acton Jn.				2*38					3 49	4 7					4 35			5 26	5 36								
Wood La. Milk Depot arr				2 44					3||55	4 13					4 41			5 32	5 42								
.. ..dep				3 15						4 38					5 5			6 4	6 4								
Viaduct Jn.				3 17						4 40					5 7			6 6	6 6								
Shepherds Bush Depot arr													4||48												7 12		←
KENSINGTON arr			2 55	3 22						4 45					5 12		6|| 5	6 10	6 10	6†40					7 26		7 26
(Olympia) dep	3 5		3 10		3 55									5 10							6 40	6 40	7 0		7 48		7 48
Latchmere Jn.	3 15		3 20		4 5									5 19							6 49	6 49	7 9		→		7 57
CLAPHAM JN. ..arr																									Shepherds Bush depart 7.22 am		
(Central) dep					4 8																						
CLAPHAM JN. (Western) ..arr			3 24																		6 52		7 11				
Longhedge Jn.	3 17													5 22								6 52			To Victoria. Terminates at Clapham Jn. 20th September, 1958, and 30th May 6th and 13th June, 1959		8 0
Stewarts Lane .. ..arr	3 25													5 28								6 56					
VICTORIA (Eastern) arr																											8 8
				L E to Southall at 4||35 am		To convey milk traffic for East Croydon only. Worked by engine and brake van off 12.35 am (Parcels) Cannon Street to Kensington MX and 2|40 am engine and brake van Clapham Jn. (W.) to Kensington MO			To work 5.40 pm (Sun.) Penzance Milk	L E to Wood Lane at 5||40 am			Shepherds Bush depart 4||50 am		L E to Wood Lane at 5||40 am to work 6.0 am to West Ealing		For 7.35 am milk Kensington to Kilburn	L E to West London at 6||30 am	L E to West London at 6||30 am	N 'B' Sidings Willesden No. 3 depart 6†30 am	Clapham Jn. (W) dep. 7.15 am, Stewarts Lane arr. 7.25 am. Not available when diverted via Longhedge Jn. at ◎ times in next column						Will not run 20th September, 1958, and 30th May, 7th and 13th June, 1959

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH) — WEEKDAYS

UP

	LMR		WR	WR	SR	WR	WR	SR		SR	LMR	LMR			LMR		SR	SR	WR	WR	LMR	LMR	WR	SR	LMR	WR	
	4.39 am Bletchley Parcels		Parcels	E C S	Passenger	L E	To Old Oak Common L E	Passenger		Milk	Milk and Parcels	Milk and Parcels			10.56 am SO 11.6 am SX Kilburn (Down Loop) Milk Empties		Parcels	To Stewarts Lane Milk	L E	To Old Oak Common L E	Pcls.	Pcls.	‖50 pm Old Oak Common L E	Parcels	2.0 pm Willesden Pcls.	12.50 pm Reading Milk	
	366		3119																							3130	
	SO			SX	SX	SO	MX	SX		Q	SO	SX					SO		SX		SX	SO		SX	SX Q	SX	
	am		am	am	am	am	am	am		am	am	am			am		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
WILLESD'N (M. Line) dep	.....	.....	.....	Q	.....	.....	.....	.....	.....	.....	9 35	9 35	.....	.....	11 38	.....	.....	.....	.....	.....	2 0	2 0	.....	.....	.....	.....	.....
Willesden (High Level) ..	..	..	..	SO	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OLD OAK COMMON	.....	.....	.....	8†15	.....	8‖25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1‖50	.....	.....	.....	.....	.....	.....	.....	.....
WEST LONDON ..	..	..	7 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Pole Jn.	.....	.....	7 52	8 20	.....	8 31	.....	.....	.....	.....	9 38	9 38	.....	.....	11 48	.....	.....	.....	1 57	.....	2 4	2 4	.....	.....	.....	.....	.....
North Acton Jn.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2‖ 4	..	..	2 13	..
Wood La. Milk Depot arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2‖11	.....	.....	2 21	.....
.. ..dep	..	..	..	..	..	..	8‖45	..	..	..	..	..	..	..	..	..	..	..	..	2‖ 2	..	..	..	..	..	2 48	..
Viaduct Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 50	.....
Shepherds Bush Depot arr	..	..	..	..	..	..	8‖48	..	..	..	..	..	..	..	11 56	..	..	..	..	2‖ 5	..	..	..	..	..	..	..
KENSINGTON arr	7 26	.....	8 0	8†30	.....	8‖40	.....	.....	.....	.....	9 48	9 48	.....	.....	.....	.....	.....	.....	.....	.....	2 13	2 13	.....	.....	.....	2 54	.....
(Olympia) dep	7 48	..	..	..	8 33	..	..	9 0	..	9 4	9 58	9 58	..	..	..	..	1 35	1 40	..	..	..	..	..	2 28	2 35	..	..
Latchmere Jn.	7 57	.....	.....	.....	8 39	.....	.....	9 6	.....	9 13	10 8	10 8	.....	.....	.....	.....	1 43	1 48	.....	.....	.....	.....	.....	2 36	2 45	.....	.....
CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	..	..	10 10	10 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) ..dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 13	10 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CLAPHAM JN. (Western)..arr	8 0	..	..	..	8 41	..	..	9 8	..	..	..	..	..	..	..	..	1 45	1 50	..	..	..	..	..	2 38	..	..	..
Longhedge Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 47	.....	.....
Stewarts Lane .....arr	..	..	..	..	..	..	..	..	..	9 24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VICTORIA (Eastern)arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 55	.....	.....
	Runs 20th September, 1958; and 30th May, 6th and 13th June, 1959 only		Starts from Paddington at 7.15 am when required. Engine to work 10.35 am Milk Empties from Kensington	Becomes Shunting Engine until working 2.0 pm Kensington Milk Empties		Becomes Shunting Engine until working 2.0 pm Milk Empties ex Kensington. Will not run when 8‖15 am "Q" ex O.O.C. runs.	Shepherds Bush Depot depart 8‖50 am				Q Kensington to East Croydon	Q Kensington to East Croydon			Mitre Bridge Milk Dock 11.37–11.45 am		Worked by Engine and Van off 1.5 pm Clapham Jn. (W.)	Clapham Jn. (W.) depart 2.0 pm, Stewarts Lane arrive 2.12 pm	1.45 pm ex Old Oak Common Shed, Shunts until 8.5 pm, then light to Old Oak Common Shed at 8‖10 pm	Shepherds Bush depart 2‖7 pm	To work 2.35 pm Q Kensington to Victoria		To work 3.0 pm (2.55 pm SO) Wood Lane to Plymouth Milk Empties	Worked by Engine and Van off 1.45 pm Clapham		Engine works 3†10 pm Q ECS Kensington to West London, then light to Old Oak Common Passenger Yard	

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH) — WEEKDAYS

UP

	WR	WR	LMR	LMR	LMR	SR	LMR	SR	SR	LMR	SR	SR	LMR	SR	SR		SR	SR	WR		SR	LMR	LMR		SR	WR	LMR
	1.33 pm Reading Milk	L E	2.40 pm Tredegar Road Siding Milk Empties	3.28 pm Kilburn (Down Loop) Milk Empties	3.26 pm Kilburn (Down Loop) Milk Empties	L E	2.50 pm Tredegar Road Siding Milk Empties	L E	Passenger	L E	Passenger	Passenger	L E	Passenger	5‖35 pm Stewarts Lane L E		E B V	E B V	5.20 pm West Ealing Milk		Passenger	Pcls.	To Willesden L E		Pcls.	6.0 pm West Ealing Milk	6.0 pm Willesden to Victoria Pcls.
	3130																		3120							3120	
	SO	SO	SX	SO	SX	SX	SO	SO	ThFO	SO	MTW O	ThFO	SX	MTW O	SO		SX	SO	SX		FSX Q		SO		SX	SO	SX Q
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM		PM	PM	PM		PM	PM	PM
WILLESD'N (M. Line) dep	.....	.....	.....	4 5	4 11	.....	.....	.....	.....	4‖30	.....	.....	5‖10	.....	.....	.....	.....	.....	.....	.....	.....	6 0	.....	.....	.....	.....	.....
Willesden (High Level) ..	..	..	4 1	..	..	..	4 12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OLD OAK COMMON	.....	3‖30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST LONDON ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Pole Jn.	.....	3 38	4 5	4 8	4 15	.....	4 17	.....	.....	4 40	.....	.....	5 20	.....	..	.....	.....	.....	.....	.....	.....	6 3	.....	.....	.....	.....	.....
North Acton Jn.	3 0	..	..	Shepherds Bush depart 4.23 pm	Shepherds Bush depart 4.30 pm	..	..	..	..	..	..	..	..	..	..	..	..	..	5 42	..	..	..	..	..	..	6 20	..
Wood La. Milk Depot arr	3 8	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 48	.....	.....	.....	.....	.....	.....	6 26	.....
.. ..dep	3 30	..	..			4‖22	..	4‖29	..	..	..	..	..	..	..	..	5†48	5†48	5 58	..	..	..	6‖15	..	..	6 36	..
Viaduct Jn.	3 32	.....	4 9	4 12	4 19	4 24	4 26	4 31	.....	.....	.....	.....	.....	.....	.....	.....	5 49	5 49	6 0	.....	.....	.....	6‖17	.....	.....	6 38	.....
Shepherds Bush Depot arr	..	..	4 10	4 13	4 20	..	4 27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KENSINGTON arr	3 36	3‖45	.....	4 27	4 34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5†53	5†53	6 5	.....	.....	6 15	.....	.....	.....	6 43	.....
(Olympia) dep	..	..	..	..	..	4 28	..	4 35	4 36	4 50	5 6	5 6	5 30	5 36	..	..	..	5†54	..	..	6 8	..	..	..	6 25	..	6 45
Latchmere Jn.	.....	.....	.....	.....	.....	4 36	.....	4 43	4 42	4 58	5 12	5 12	5 38	5 42	5‖48	.....	.....	6 2	.....	.....	6 14	.....	.....	.....	6 33	.....	6 53
CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	..	..	..	5 14	..	5N44	5‖52	..	..	..	..	..	6 16	..	..	..	..	..	..
(Central) dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CLAPHAM JN. (Western) ..arr	..	..	..	..	..	..	..	..	4 44	5‖ 0	5 14	..	5‖40	N	..	..	..	..	..	..	..	..	..	..	6 35	..	..
Longhedge Jn.	.....	.....	.....	.....	.....	4 39	.....	4 46	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 4	.....	.....	.....	.....	.....	.....	.....	.....	6 56
Stewarts Lane .....arr	..	..	..	..	..	4‖44	..	4‖51	..	..	..	..	..	..	..	..	..	6†10	..	..	..	..	..	..	..	..	..
VICTORIA (Eastern) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 2
	Engine light to Old Oak Common Shed at 3‖40 pm.	Shunts until 8.5 pm, then L E to Old Oak Common Shed at 8‖10 pm	Extended to Kensington as required under orders from Paddington Control	Engine and Van to Willesden at 4†53 pm	Engine works 6.5 pm Pcls. Kensington to Willesden	After working 3.24 pm East Croydon Milk Empties	Extended to Kensington as required under orders from Paddington Control	After working 3.26 pm East Croydon Milk Empties		To work 5.30 pm Clapham Jn. to Wood Lane Milk Empties			To work 6.10 pm Clapham Jn. to Wood Lane M.E.	N To Clapham Jn. (W.) when 6.8 pm Kensington runs	Latchmere Jn. arrive 5‖43 pm		Off 5.0 pm Stewarts Lane To work 6.25 pm Kensington to Clapham Jct. (W.)	Off 5.0 pm Stewarts Lane	Engine to shunt as required then works 8.20 pm Kensington to West Ealing			Forms 6.45 pm SX Q Kensington to Victoria or returns 7.0 pm Kensington to Willesden	After working 5.30 pm Clapham Jn. to Wood Lane Milk Empties			Engine shunts as required then works 8.20 pm Kensington Milk Empties	

WEEKDAYS WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH) SUNDAYS

UP

	WR	WR	WR	LMR			WR	WR	WR	WR	SR	LMR	WR
	6||37 pm Old Oak Common L E	6||37 pm Old Oak Common Two L E	6.49 pm Paddington Parcels	E B V			L E	9||55 pm West Ealing to Wood Lane L E	Milk Empties	10||50 pm SX Park Royal 10||30 pm SO Southall L E	Fish	11||45 pm Mitre Bridge E B V	3.50 pm Whitland to Kensington Milk
			3046						3121				3012
	SX	SO	SX	SX			SX				Q	SO	
	PM	PM	PM	PM			PM	PM	PM	PM	PM	PM	PM
WILLESD'N (M. Line) dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 20	.....	.....
Willesden (High Level) ..	..	..	..		..	..	..	..	..	..	..	..	..
OLD OAK COMMON	.....	.....	.....		.....	.....	7||50	10 3	.....	.....	.....	.....	.....
WEST LONDON ..	..	..	6 56		..	..	..	..	..	..	..	..	..
North Pole Jn.	.....	.....	7 3	Off 6.10 pm Clapham	.....	.....	8 0	10 5	.....	.....	11 24	11 50	.....
North Acton Jn.	6||46	6||46	..		..	..	..	..	..	10 54	..	..	11 42
Wood La. Milk Depot arr	6||54	6||54	.....		.....	.....	.....	.....	.....	11|| 0	.....	.....	11 48
.. ..dep	..	6||58	..	7†10	..	..	..	..	10 35	..	..	..	12 10
Viaduct Jn.	.....	.....	.....	7 12	.....	.....	.....	10|| 8	10 37	.....	.....	.....	.....
Shepherds Bush Depot arr	..	..	..	..	..	..	..	..	..	..	..	..	..
KENSINGTON arr	.....	7|| 4	7 13	7†17	.....	.....	8||10	.....	10 42	.....	11 30	11†58
(Olympia) dep	..	..	..	..	..	..	..	..	..	..	11 32	..	
Latchmere Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 40	.....	
CLAPHAM JN. .. arr	..	..	..	..	..	..	..	..	..	..	..	..	Continued on Pages 163 and 167
(Central) .. dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
CLAPHAM JN (Western) .. arr	..	..	..	..	..	..	..	..	..	..	11 42	..	..
Longhedge Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stewarts Lane .....arr	..	..	..	..	..	..	..	..	..	..	..	..	..
VICTORIA (Eastern) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	To work 7.20 pm (SX) Wood Lane	To work 7.55 pm (SO) Wood Lane and 7.45 pm Kensington SO	Engine works 7.45 pm Kensington to Penzance SX	Engine to work 7.55 pm (SX) Kensington to St. Pancras			To work 8.40 pm (SX) Kensington Parcels	Viaduct Jn. depart 10||9 pm		To work 3.50 pm Whitland Milk	N Pick up Pilotman	To work 2.15 am (Sun.) Kensington to Kilburn Milk	

		WR	WR	WR	LMR	WR	LMR	SR	WR	WR	WR	SR		WR
		3.50 pm (Sat.) Whitland Milk	To Wood Lane L E	12.20 am West Ealing Milk	12||40 am Old Oak Sidings L E	12.20 pm (Sat.) Penzance Milk	Milk	Milk	1.40 am West Ealing Milk	5.15 pm (Sat.) Whitland Milk	1.50 am West Ealing Milk	Milk		6.45 pm (Sat.) Carmarthen Milk
		3012		3116		3019			3028	3013	3029			3015
		am	am	am	am	am	am	am	am		am	am		am
WILLESD'N (M. Line) dep	.....	.....	.....	.....	.....	.....	1 28	.....	.....	.....	.....	.....	.....	.....
Willesden (High Level) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OLD OAK COMMON	.....	.....	12||15	12 30	.....	.....	.....	.....	1 50	.....	.....	.....	.....	.....
WEST LONDON ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Pole Jn.	.....	.....	12 20	12 32	12 48	.....	1 31	.....	1 53	.....	.....	.....	.....	.....
North Acton Jn.	..	..	..	..	..	12*47	..	..	..	1*30	2 4	..	..	2 20
Wood La. Milk Depot arr	.....	←	.....	.....	.....	12 53	.....	.....	.....	1 36	2 10	.....	.....	2 26
.. ..dep	..	12 10	..	..	..	1 26	..	..	..	1 58	..	..	..	2 50
Viaduct Jn.	.....	12 12	.....	.....	.....	1 28	.....	.....	.....	2 0	.....	.....	.....	2 53
Shepherds Bush Depot arr	..	..	12||25	..	..	..	..	..	..	..	..	..	..	..
KENSINGTON arr	.....	12 16	.....	12 40	12||55	1 32	1 38	.....	2 0	2 5	.....	.....	.....	2 58
(Olympia) dep	..	..	..	..	..	..	..	2 0	..	..	..	2 45	..	..
Latchmere Jn.	.....	.....	.....	.....	.....	.....	.....	2 10	.....	.....	.....	2 55	.....	.....
CLAPHAM JN. .. arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) .. dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CLAPHAM JN (Western) .. arr	..	..	..	..	..	..	..	2 12	..	..	..	2 59	..	..
Longhedge Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stewarts Lane .....arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VICTORIA (Eastern) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		L E to Wood Lane at 11||25 am	Shepherds Bush depart 12||28 am	Engine and Guard to West Ealing at 1.8 am	To work 1.45 am Milk Kensington to Ilford	L E to Wood Lane at 3||45 am	E B V when not conveying milk tanks	Engine and brake work 2.5 am Kensington to Cricklewood	Becomes Pilot until 2.45 pm	L E to Swindon at 2||35 am	Engine to work 6.45 pm (Sats.) Carmarthen from Wood Lane to Kensington.	To also convey milk traffic for East Croydon. Clapham Jn. (W.) depart 3.20 am Stewarts Lane arrive 3.30 am		L E to Wood Lane at 4||35 am

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

SUNDAYS

UP	LMR	SR	SR	SR	LMR		WR	SR	WR	SR	SR	WR		WR	SR	SR	LMR	LMR	LMR	WR	WR	SR		WR	SR	WR	WR
	To Clapham Jn. (W.) Parcels	L E	Milk	To Stewarts Lane Milk	3.25 am Willesden Pcls.		6.0 pm (Sat.) Penzance Milk	Milk	8.30 pm (Sat.) Whitland Milk	To Stewarts Lane Milk	Milk	L E		Pcls.	8‖10 am Clapham Jn. (C) L E	Milk	Milk and Pcls.	10.30 am Mitre Bridge Milk Empties	Pcls.	L E	To Old Oak Common L E	E B V		12.25 pm Southall Parcels and Milk	Parcels	2‖32 pm Old Oak Common L E	L E
							3023		3016					3119										3026			
			Q	Q							Q				Q	Q						Q					
	am	am	am	am	am		am	am	am	am	am	am		am	am	am	am	am	am	PM	PM	PM		PM	PM	PM	PM
WILLESD'N (M. Line) dep	3 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 17	.....	11 50	.....	.....	.....	.....	.....	.....	.....	.....
Willesden (High Level) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OLD OAK COMMON	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12‖20	.....	.....	.....	.....	.....	.....	3‖57
WEST LONDON ..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 50	..	..	..	..	..	..	..	..	..	..	..	..	..
North Pole Jn.	3 28	.....	.....	.....	.....	.....	.....	.....	.....	..	.....	7‖35	.....	7 52	.....	.....	9 20	10 33	11 53	12 25	.....	.....	.....	.....	.....	.....	4 2
North Acton Jn.	..	..	..	..	..	..	4 35	..	5 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 3	..	2‖40	..
Wood La. Milk Depot arr	.....	.....	.....	.....	.....	.....	4 41	.....	5 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 10	.....	2‖47	.....
.. ..dep	..	..	..	..	..	..	5 5	..	6 4	..	..	..	..	..	..	..	..	..	..	..	12‖45	..	..	1 38	..	..	..
Viaduct Jn.	.....	.....	.....	.....	.....	.....	5 7	.....	6 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 40	.....	.....	.....
Shepherds Bush Depot arr	..	..	..	..	←	..	..	..	..	..	..	..	..	..	..	..	9 24	..	..	..	12‖48	..	..	..	..	..	..
KENSINGTON arr	3 40	.....	.....	.....	3 40	.....	5 12	.....	6 10	.....	.....	7‖42	.....	8 0	.....	.....	.....	10 43	12 0	12‖35	.....	.....	.....	1 46	.....	.....	4‖10
(Olympia) dep	4 5	3‖55	3 55	3 55	4 5	..	..	6 0	..	6 40	6 40	..	..	..	..	9 0	..	..	12 20	..	..	12†50	..	..	2 20	..	..
Latchmere Jn.	→	4 5	4 5	4 5	4 11	.....	.....	6 8	.....	6 49	6 49	.....	.....	.....	8‖15	9 10	.....	.....	12 27	.....	.....	12 58	.....	.....	2 28	.....	.....
CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CLAPHAM JN. (Western) ..arr	..	..	..	4 7	4 13	..	..	6 11	..	6 52	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 30	..	..
Longhedge Jn.	.....	4 8	4 8	.....	.....	.....	.....	.....	.....	.....	6 52	.....	.....	.....	8 18	9 12	.....	.....	12 29	.....	.....	1 1	.....	.....	.....	.....	.....
Stewarts Lane .....arr	..	4‖15	4 15	..	..	..	..	..	..		6 56		..	..	8‖25	9 20		..	..	..	..	1† 5	..	..	..	..	..
VICTORIA (Eastern) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 35	.....	.....	.....	.....	.....	.....	.....	.....
		Will not run when 3.55 am Q Kensington to Stewarts Lane Milk runs		Clapham Jn. (W) depart 5.5 am, Stewarts Lane arrive 5.18 am			L E to Wood Lane at 5‖40 am for shunting		L E to Old Oak Common at 6‖50 am	Clapham Jn (W) dep. 7.15 am, Stewarts Lane arr. 7 25 am. Not available when diverted via Longhedge Jn. at times shewn in next column		Return of 7‖15 am Kensington engine ex West London Loop Line		Extended to Wood Lane at 8.30 am	Latchmere Jn. arrive 8‖13 am		Extended to Kensington 'Q' by arrangement with Paddington Control. Engine and Van to Willesden at 10‖8 am			To work 1.40 pm Milk Empties from Kensington	Shepherds Bush Depot, depart 12‖50 pm	Off 12.15 pm Stewarts Lane to Kensington. Returns 1.25 pm ex Stewarts Lane (via Clapham Jn. (W.) to work 2.20 pm Kensington to Clapham Jn.		Engine to perform shunting at Kensington until 4.0 pm, if required, then to Shed	Worked by Engine and Guard off 12.15 pm (or 1.25 pm Q) ex Stewarts Lane	To work 3.19 pm Wood Lane Milk Empties to Plymouth	Shunting Engine, then works 9.15 pm Kensington Milk Empties to Wood Lane

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

SUNDAYS

UP	LMR	LMR	SR		LMR	SR		LMR		WR			WR				WR	WR	LMR		LMR				WR	WR	
	2.40 pm Tredegar Road Sidings Milk Empties	3.35 pm Kilburn (Down Loop) Milk Empties	4‖15 pm Stewarts Lane L E		E B V	Diesel Electric L E		Milk and Pcls.		L E			6.30 pm Southall Milk				9‖15 pm Old Oak Common L E	To Old Oak Common L E	Pcls.		10.15 pm Willesden Pcls.				To Wood Lane L E	11.32 pm West Ealing Milk	
													3031													3032	
	PM	PM	Q PM		PM	PM		PM		PM			PM				PM	PM	PM		Q PM				PM	PM	
WILLESD'N (M. Line) dep	..	4 5	..	..	..	..	..	5 45	..	..	..	..	..	..	..	..	..	..	10 15	..	..	..	..	..	..	..	..
Willesden (High Level) ..	4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OLD OAK COMMON	..	..	..	..	..	..	..	..	..	6‖50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11‖40	..	..
WEST LONDON ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Pole Jn.	4 7	4 12	..	..	..	..	..	5 48	..	6 53	..	..	..	..	..	..	..	..	10 18	..	..	..	..	..	11 45	..	..
North Acton Jn.	..	..	..	..	..	..	..	..	..	..	..	..	6 49	..	..	..	9‖20	..	..	..	..	..	..	..	..	11 46	..
Wood La. Milk Depot..arr	..	..	..	..	..	..	..	..	..	..	..	..	6 56	..	..	..	9‖26	..	..	..	..	..	..	..	..	11 52	..
.. ..dep	..	..	..	..	..	..	..	..	..	..	..	..	7 45	..	..	..	..	9‖40	..	..	..	..	..	..	..	..	..
Viaduct Jn.	..	..	..	..	..	..	..	..	..	..	..	..	7 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shepherds Bush Depot arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9‖43	..	..	←	..	..	..	11‖50	..	..
KENSINGTON arr	4 15	4 20	..	..	..	..	..	5 55	..	7‖ 0	..	..	7 55	..	..	..	..	..	10 26	..	10 26	..	..	..	..	..	..
(Olympia) dep	..	..	..	..	4†40	4‖45	..	..	..	..	..	..	..	..	..	..	..	..	10 50	..	10 50	..	..	..	..	..	..
Latchmere Jn.	..	..	4‖27	..	4 50	5 0	..	..	..	..	..	..	..	..	..	..	..	..	10 58	..	10 58	..	..	..	..	..	..
CLAPHAM JN. ..arr	..	..	4‖30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) ..dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CLAPHAM JN. (Western)..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 0	..	..	..	..	..	..	..	..
Longhedge Jn.	..	..	..	..	4 53	5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 0	..	..	..	..	..	..
Stewarts Lane .....arr	..	..	..	..	4†57	5‖11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VICTORIA (Eastern)arr																					11 15						
	Forms 4†40 pm Kensington to Stewarts Lane to work. 5.25 Stewarts Lane to Kensington Milk	L E to Willesden Shed at 5‖0 pm	Latchmere Jn. arrive 4‖25 pm		Off 2.40 pm Tredegar Road to work 5.25 pm Stewarts Lane to Kensington	After working 3.33 pm East Croydon Milk Empties				To work 7.45 pm Milk Empties Kensington to Whitland			Engine to work 9.0 pm Kensington to West London				To work 9.15 pm Kensington Milk Empties from Wood Lane	After working 9.15 pm Kensington Shepherds Bush Depot depart 9‖45 pm	Will not run Kensington to Clapham when 10.50 pm Kensington to Victoria runs		When Theatrical traffic for S.R., via Victoria is conveyed, this path to be used. Vans for Clapham Jn. (W.) to be returned by 11.35 pm ‡Q Victoria to Clapham Jn. (W.). 11.30 pm Clapham Jn. (W.) to Willesden to then start at 12.5 am				Shepherds Bush depart 11‖52 pm to Wood Lane	Brake van (rear) for 6.0 am to West Ealing. L E to Kensington at 12‖1 am	

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH) WEEKDAYS

DOWN

	Ruling Gradient 1 in	WR	WR	LMR	WR	WR	WR	SR	WR	WR		WR	WR		WR	LMR	WR	LMR	SR		WR	WR		
		To Old Oak Common L E	12‖15 am Wood Lane L E	Pcls.	To Old Oak Common L E	To Southall L E	12‖15 am Old Oak Common L E	Milk	To Old Oak Common L E	1‖5 am Old Oak Common L E		L E	L E		L E	To Ilford Milk	L E	To Ilford Milk	1†40 pm Stewarts Lane E B V		To Swindon L E	To Old Oak Common L E		
		MX	MO	MO Q	MO	MO	MX		MX	MO		MX	MO		MO	MX	MO	MO	MX		MX Q	MO		
		am	am	am	am	am	am	am	am	am		am	am		am	am	am	am	am		am	am		
VICTORIA (Eastern) dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stewarts Lane		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Longhedge Jn.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CLAPHAM JN. (Western) ..dep		..	..	..	12 5	..	..	..	12 33	..	..	..	..	..	..	..	..	..	..	1†52 2† 0	..	..	..	..	..
CLAPHAM JN. .. ..arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(Central) ..dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Latchmere Jn.	120 R	.....	.....	12 7	.....	.....	.....	12 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 2	.....	.....	.....	.....	.....
KENSINGTON .. ..arr	L	..	..	12 15	..	..	..	12 43	..	..	..	..	..	..	..	..	..	..	2†10	..	..	..	..	..
(Olympia) ..dep		.....	.....	12 24	.....	.....	.....	.....	.....	.....	.....	1‖15	1‖25	.....	1‖45	1 45	1‖55	2 0	.....	.....	2‖ 5	.....	.....	.....
Shepherds Bush Depot ..	123 R	..	12‖20	..	..	12‖40	12‖42	..	..	1‖15	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Viaduct Jn.	123 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 20	.....	.....	.....	.....	2 0	.....	.....	.....	2 10	.....	.....	.....
Wood La. Milk Depot arr	90 F	..	..	..	..	..	12‖44	..	..	1‖17	..	1‖22	..	..	..	..	2‖ 2	..	..	..	..	..	..	..
.....dep		12‖15	.....	.....	12‖40	.....	.....	.....	1‖ 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2‖20	.....	.....
North Acton Jn. ..arr	70 R	12‖21	..	..	12‖46	..	..	..	1‖11	..	..	..	..	..	..	..	..	..	..	..	2‖16	2‖26	..	..
North Pole Jn.	60 R	.....	12 26	12 32	.....	12 50	.....	.....	.....	.....	.....	.....	1 38	.....	1 51	1 53	.....	2 8	.....	.....	.....	.....	.....	.....
WEST LONDON ..arr	..	..	12‖30	..	..	..	..	..	..	..	..	..	..	..	1‖55	..	..	..	..	..	..	..	..	..
O. OAK COMMON arr	L	.....	.....	.....	.....	12 53	.....	.....	.....	.....	.....	.....	1‖42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Willesden (High Level) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 57	..	2 12	..	..	..	..	..	..
WILLESD'N (M.Line) arr		.....	.....	12 37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		After working 3.50 pm Whiteland Milk	To work 1.25 am West London Milk Empties	Will run when 10.15 pm (Sun.) Willesden to Clapham Jn. is diverted to Vic.	After working 12.35 pm (Sun.) Penzance Milk	After working 4.20 pm Exeter Milk	To work 12.20 pm Penzance Milk		After working 12.20 pm Penzance Milk	Shunting Engine		After working 12.15 am West Ealing Milk Becomes Shunting Engine	After working 4.10 pm (Suns.) Whiteland Milk from Wood Lane		After working 11.32 pm West Ealing Milk to Wood Lane and L E thence to Kensington for shunting		After working 6.0 pm (Sun.) Taunton Milk To work 5.25 pm (Sun.) Whiteland Milk		To work 2.45 am Kensington to Stewarts Lane Milk		After working 5.15 pm Whiteland Milk	After working 5.25 pm (Sun.) Whiteland Milk		

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH) — WEEKDAYS

DOWN

	LMR	WR	SR	WR			SR	LMR	WR	WR	SR	WR	WR	WR	WR	WR	LMR	SR	WR	WR		WR	WR	SR		WR	SR
	To Kilburn (Down Loop) Milk	To Old Oak Common L E	E B V	L E			E B V	To Cricklewood Milk	To West Ealing Milk	L E	12.35 am Cannon Street Parcels	To West Ealing Milk	L E	To Old Oak Common L E	To Acton L E	To Southall L E	Pcls.	E B V	4‖35 am Old Oak Common L E	L E		To Old Oak Common L E	To West Ealing Milk	E C S		L E	Pcls.
									3020			3020											3111				
		MX	MO	MX			MO		MX	MO	MX	MO	MX	MO	MX	MO		MO Q	MX			MX					
	am	am	am	am			am	am	am	am	am	am	am	am	am	am	am	am	am	am		am	am	am		am	am
VICTORIA (Eastern) dep																											
Stewarts Lane	..	..	2†20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4†25	..	..	..	..	..	5†50	..	..	..
Longhedge Jn.			2 28															4 29						5 55			
CLAPHAM JN. (Western) .. dep	..	..	..	..	..	..	2†40	..	..	..	3 0	..	..	..	..	..	4 10	..	..	..	..	..	..	..	..	..	6 20
CLAPHAM JN. .. arr	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) dep			..																								
Latchmere Jn	..	..	2 32	..	..	..	2 42	..	..	..	3 2	..	..	..	..	..	4 14	4 31	..	..	..	..	..	5 57	..	..	6 22
KENSINGTON arr			2†40				2†50				3 10						4 23	4†40						6† 5			6 32
(Olympia) dep	2 28	..	..	2‖33	..	..	..	3 0	..	3‖10	..	..	3‖38	..	4‖35	4‖35	4 38	..	..	5‖40	..	..	..	..	..	6‖30	..
Shepherds Bush Depot ..																			4‖50								
Viaduct Jn.	..	..	..	2 38	..	..	..	..	..	3 14	..	..	..	..	..	..	..	..	..	5 44	..	..	..	..	..	..	..
Wood La. Milk Depot arr				2‖40						3‖16									4‖53	5‖46							
.. ..dep	..	2‖35	..	..	..	..	..	..	3 5	..	..	3 30	..	4‖25	..	..	..	..	..	..	..	5‖52	6 0	..	..	..	..
North Acton Jn. ....arr		2‖41							3 11			3 36		4‖31								5‖58	6 6				
North Pole Jn.	2 35	..	..	..	..	..	..	3 8	..	..	..	..	3 47	..	4 40	4 40	4 46	..	..		..	..	..	..	..	6 41	..
WEST LONDON arr																										6‖45	
O. OAK COMMON arr	..	..		..	..	..	..	..	..	..	..	..	3‖50	..	4*43	4*43	..	..	..		..	..	..	..	..	..	..
Willesden (High Level) arr																											
WILLESD'N (M. Line) arr	2‖40	..		..	..	..	..	..	..	..	..	..	..	..	..	..	4 50	..	..		..	..	..	..	..	..	..
	N No. 3 Box	After working 6.45 pm Carmarthen Milk	To work 3.5 am Kensington to Stewarts Lane Milk	To work 6.45 pm Carmarthen			To work 3.55 am Kensington to East Croydon	Mitre Bridge Milk Dock 3.12—3.27 am to detach	Worked by Engine off 1.50 am West Ealing	After working 5.25 pm (Sun.) Whitland from Wood Lane. To work 3.30 am Wood Lane	Engine to work 3.55 am Kensington to East Croydon	Engine shunts at West Ealing, then light to Paddington at 4‖55 am	After working 6.45 pm Carmarthen Milk from Wood Lane	After working 5.40 pm (Sun.) Penzance Milk	After working 1.25 am West Ealing and shunting at Kensington	Afear working 6.25 pm (Sun.) Whitland	'R' at Mitre Bridge Milk Dock	To work 5.10 am Kensington to Stewarts Lane	To shunt at Wood Lane, and then work 8.30 pm* Whitland Milk	After working 6.0 pm (5.40 pm Sun.) Penzance Milk (MO from Wood Lane) (MX from Southall). To work 6.0 am* Wood Lane to West Ealing		After working 8.30 pm Whitland Milk	Worked by Light Engine from Kensington due Wood Lane 5‖46 am	To work 6.40 am Kensington to Stewarts Lane		After working MX 8.30 pm Whitland and MO 9.10 pm (Suns.) Carmarthen Milk. To work 7.50 am West London to Kensington	

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH) WEEKDAYS

DOWN

	SR		LMR			SR	WR	SR	WR		WR	SR	LMR	LMR		WR	WR		LMR	LMR	LMR	LMR	LMR	SR	SR		SR
			To Kilburn (Down Loop) Milk			Pass.	To Old Oak Common L E	E B V	8‖45 am Wood Lane L E		Milk	Pass.	Pcls.	8.48 am Victoria Pcls.		To Neyland Milk Empties	To Neyland Milk Empties		11.7 am East Croydon Pcls.	Pcls.	11.28 am East Croydon Pcls.	Pcls.	L E	Milk	Parcels		Pcls.
											3122					3744	3744										
						SX	MO	Q	MX			SX	SO	MX		SO	SX		SO Q	SO	SX Q	SX			SO		SX
			am			am	am	am	am		am	am	am	am		am	am		am	am	am	PM	PM	PM	PM		PM
VICTORIA (Eastern) dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stewarts Lane	..	..	..	..	..	..	..	8†15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 45	..	..	..
Longhedge Jn.	.....	.....	.....	.....	.....	.....	.....	8 23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 53	.....	.....	.....
CLAPHAM JN. (Western) ..dep	..	..	..	..	..	..	..	..	..	..	..	8 46	8 55	9 30	..	..	..	..	..	..	..	..	..	..	1 5	..	1 45
CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 38	..	11 54	..	..	..	..	..	..
(Central) dep	.....	.....	.....	.....	.....	8 16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 39	.....	11 55	.....	.....	.....	.....	.....	.....
Latchmere Jn.	..	..	..	..	..	8 18	..	8 25	..	..	..	8 48	8 58	9 32	..	..	..	..	11 41	..	11 58	..	..	12 57	1 7	..	1 47
KENSINGTON arr	.....	.....	.....	.....	.....	8 24	.....	8†35	.....	.....	.....	8 54	9 7	9 40	.....	.....	.....	.....	11 50	.....	12 8	.....	.....	1 5	1 15	.....	1 55
(Olympia) dep	..	..	7 35	..	..	..	..	..	..	..	8 50	..	9 20	9 55	..	10 35	10 35	..	..	11 56	..	12 16	..	..	..	..	..
Shepherds Bush Depot ..	.....	.....	.....	.....	.....	.....	.....	.....	8‖50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12‖21	.....	.....	.....	.....
Viaduct Jn.	..	..	..	..	..	..	..	..	..	..	8 57	..	..	..	..	10 39	10 39	..	..	..	..	..	..	..	..	..	..
Wood La. Milk Depot arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 0	.....	.....	.....	.....	10 42	10 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	..	..	..	..	..	8‖30	..	..	..	..	..	..	..	..	11 15	11 15	..	..	..	..	..	..	..	..	..	..
North Acton Jn. ....arr	.....	.....	.....	.....	.....	.....	8‖37	.....	.....	.....	.....	.....	.....	.....	.....	11L21	11 22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Pole Jn.	..	..	7 45	..	..	..	..	..	8 55	..	..	..	9 31	10 6	..	..	..	..	..	12 2	..	12 22	12 27	..	..	..	..
WEST LONDON arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O. OAK COMMON arr	..	..	..	..	..	..	..	..	9‖ 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Willesden (High Level) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WILLESD'N (M. Line) arr	..	..	8 28	..	..	..	..	..	..	..	..	..	9 35	10 11	..	..	..	..	..	12 5	..	12 25	12‖32	..	..	..	..
			At Mitre Bridge Milk Dock 7.49–8.25 am to detach traffic				Stale Shunting Engine	To work 9.4 am Q Kensington to Stewarts Lane Milk	Shepherds Bush Depot arrive 8‖48 am		Worked by Engine off 12.20 pm (12.35 pm Suns.) Penzance Milk becomes Wood Lane Shunting Engine.		Runs 20th September, 1958, and 30th May, 6th and 13th June, 1959, only	Will not run 20th September, 1958, and 30th May, 6th and 13th June, 1959		North Acton Jn. depart 11L22 am			When run, to form 11.56 am Kensington		When run, to form 12.16 pm Kensington		After working 10.56 am SO 11.6 am SX Kilburn (Down Loop)		Engine and Van to work 1.35 pm Kensington		Engine and Van to work 2.28 pm Kensington

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH) — WEEKDAYS

DOWN

	WR	WR	WR	WR	WR	WR	LMR	LMR	SR	SR	LMR	LMR	SR	LMR	SR	SR	SR	LMR	SR	SR	LMR				LMR	LMR	
	Milk Empties	2‖2 pm Wood Lane L E	To Plymouth Milk Empties	To Plymouth Milk Empties	E C S	L E	Pcls.	Pcls.	3.24 pm SX 3.26 pm SO East Croydon Milk Empties	Pass.	L E	L E	Pass.	E B V	Pass.	Milk Empties	Pass.	Milk Empties	To Clapham Jn. (C) L E	Pass.	Pcls.				6‖15 pm Wood Lane L E	Milk Empties	
	3123		3411	3411																							
	PM	PM	SO PM	SX PM	SX Q PM	SO PM	SX PM	SO PM	PM	ThFO PM	SX PM	SO PM	MTW O PM	SO PM	ThFO PM	PM	MTW O PM	SO PM	SO PM	FSX Q PM	SX PM				SO PM	SX PM	
VICTORIA (Eastern) dep							3 30																				
Stewarts Lane	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5 0	..	..	5‖35	..	..	..	..	..	..	..	..
Longhedge Jn.							3 38									5 11			5 41								
CLAPHAM JN. (Western) dep	..	..	..	..	..	..	..	..	..	4 15	..	..	4 45	..	4 50	..	5 20	5 30	..	5 52	..	..	..	..	..	6 10	..
CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	3 39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) dep									3 55																		
Latchmere Jn.	..	..	..	..	..	..	3 41	..	3 58	4 17	..	..	4 47	..	4 52	5 13	5 22	5 32	5‖43	5 54	..	..	..	..	..	6 12	..
KENSINGTON arr	2 0						3 52		4L 6	4 23			4 53		4 58	5 23	5 28	5 40		6 0						6 20	
(Olympia) dep	..	..	..	..	3†10	3‖40	3 56	3 56	4L 8	..	..	..	..	4†53	..	5 28	..	5 55	..	..	6 5	..	..	..	..	6 30	..
Shepherds Bush Depot ..		2‖ 7									4‖49	4‖49															
Viaduct Jn.	..	..	..	..	..	..	..	..	4 12	..	4 50	4 50	..	..	..	5 32	..	5 59	..	..	..	..	..	..	6‖22	6 34	..
Wood La. Milk Depot arr	2 7								4 14							5 34		6 1								6 36	
.. ..dep	..	..	2 55	3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Acton Jn. ....arr			3* 2	3 10																							
North Pole Jn.	..	2 13	..	..	3 16	3 48	4 4	4 4	..	..	4 55	4 55	..	5 1	..	..	..	..	..	..	6 13	..	..	..	6 27	..	..
WEST LONDON arr					3†20																						
O. OAK COMMON arr	..	2‖18	..	..	..	3‖55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Willesden (High Level) arr											5N15	5N 0															
WILLESD'N (M.Line) arr	..	..	..	..	..	..	4 7	4 7	..	..	..	..	..	5† 6	..	..	..	..	..	..	6N23	..	..	..	6‖38	..	..
	Becomes Shunting Engine	Shepherds Bush Depot arrive 2‖15 pm	North Acton Jn. depart 3*6 pm		Worked by Engine off 12.50 pm Milk from Reading then L E to Old Oak Common Passenger Yard	After working 1.33 pm Reading Milk	Q Between Victoria and Kensington R At Mitre Bridge Milk Dock				N High Level Sidings After working 2.40 pm Tredegar Road Siding	N High Level Sidings After working 2.50 pm Tredegar Road Siding		After working 3.28 pm Kilburn Milk		Engine and Van at 5†48 pm to Kensington SX Stewarts Lane SO		Engine to Willesden at 6‖15 pm	Latchmere Jn. depart 5‖48 pm		Worked by engine off 3.26 pm Kilburn, Willesden No. 1 6.18 pm, Willesden No. 4 6.20 pm. N Willesden North Shed				Viaduct Jn. arrive 6‖17 pm	Engine and Van to Kensington at 7†10 pm	

WEEKDAYS WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH) SUNDAYS

DOWN

	LMR	WR		WR	LMR	WR	WR	WR	LMR	WR	WR	LMR	WR	WR	SR	WR		WR	WR	SR	WR	WR	WR		LMR		LMR
	Parcels	To Whitland Milk Empties		To Penzance Parcels	To St. Pancras Church Yard Sidings Parcels	To Whitland Milk Empties	To Old Oak Common L E	To Old Oak Common L E	Pcls.	L E	To Bristol S X Marston Sidings S O Milk Empties	Pcls.	To Swindon Parcels	9‖55 pm West Ealing L E	E B V	Milk Empties		To Old Oak Common L E	12‖15 am Old Oak Common L E	Milk	To Old Oak Common L E	To West Ealing L E	L E		To Bow and Ilford Milk		
		3711		3412		3711					3219		3218			3124											
		SX			SX	SO	SO	SX	SX Q			SX Q	SX		Q												
	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		am	am	am	am	am	am		am		am
VICTORIA (Eastern) dep									7 45																		
Stewarts Lane	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Longhedge Jn.									7 52																		
CLAPHAM JN. (Western) .. dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10†18	..	..	..	..	12 33	..	..	..	..	..	..	..
CLAPHAM JN. .. arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) dep																											
Latchmere Jn.	..	..	..	..	..	..	..	..	7 54	..	..	..	..	..	10 20	..	..	..	..	12 35	..	..	..	..	..	..	..
KENSINGTON arr									8 4						10N28					12 43							
(Olympia) dep	7 0	..	..	7 45	7 55	..	..	..	..	8‖10	8 20	8 35	8 40	..	10 30	11 10	..	..	..	..	..	1‖ 8	1‖25	..	1 45	..	2 5
Shepherds Bush Depot ..																			12‖28								
Viaduct Jn.	..	..	..	..	..	..	..	..	..	..	8 25	..	..	10‖ 9	..	..	..	..	..	..	..	1 12	1 29	..	..	..	..
Wood La. Milk Depot arr											8 28			10‖11					12‖30				1‖31				
.. ..dep	..	7 20	..	..	..	7 55	8‖30	8‖55	..	..	9 5	..	..	..	..	..	..	12‖22	..	..	1‖ 5	..	..	..	..	..	..
North Acton Jn. ....arr		7 28				8 2	8‖37	9‖ 2			9 12							12‖28			1‖11	1 19					
North Pole Jn.	7 8	..	..	7 52	8 2	..	..	..	..	8 18	..	8 42	8 47	..	10 37	11 18	..	..	..	..	..	..	..	..	1 53	..	2 15
WEST LONDON arr																11 22											
O. OAK COMMON arr	..	..	..	7L55	..	..	..	..	..	8‖20	..	..	8L50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Willesden (High Level) arr					8 9																				1 57		
WILLESD'N (M. Line) arr	7 14	..	..	..	..	..	..	..	..	..	..	8 50	..	..	10†40	..	..	..	..	..	..	..	..	..	..	..	..
	Will not run when 7.45 pm SX Q Victoria Parcels runs			Old Oak Common depart 8.3 pm			Stale Shunting Engine	Stale Shunting Engine	Forms 8.35 pm Kensington to Willesden Parcels	Stale Shunting Engine			Old Oak Common depart 8.57 pm	Viaduct Jn. arrive 10‖8 pm To work 10.35 pm Wood Lane	To S.W. Sidings to work 11.20 pm Q Fish to Clapham N Pick up Pilotman			After working 3.50 pm (Sat.) Whitland Milk	To work 12.20 pm (Sat.) Penzance Milk		After working 12.20 pm (Sat.) Penzance Milk	After working 12.20 am West Ealing Milk	After working 3.50 pm (Sat.) Whitland Milk shunts then L E to Southall at 4‖0 am				Via Old Oak Siding. Mitre Bridge Milk Dock 2.19—2.27 am

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH)

SUNDAYS

DOWN

	SR	LMR		WR	WR	SR	WR	WR	WR	LMR	SR	WR	WR	WR	LMR	SR	WR	WR		SR	WR	SR	WR	LMR	LMR	SR	WR
	E B V	To Kilburn (Down Loop) Milk		To Old Oak Common L E	To Swindon L E	12.30 am Cannon Street	L E	To Southall L E	L E	To Willesden Parcels	E B V	L E	To Old Oak Common L E	To West Ealing Milk	5.5 am Clapham Jn. Parcels	E B V	L E	L E		To Stewarts Lane L E	7.50 am West London Milk	E B V	To West Ealing L E	E B V	E B V	Milk	12‖45 pm Wood Lane L E
														3111							3119						
					Q															Q		Q					
	am	am		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am		am	am	am	am	am	am	PM	PM
VICTORIA (Eastern) dep																											
Stewarts Lane	1†50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5†50	..	..	..	..	..	8†15	..	..	..	12 15	..
Longhedge Jn.	1 59															5 58						8 23				12 23	
CLAPHAM JN. (Western) ..dep	..	..	..	..	..	3 0	..	..	..	5 5	5†15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CLAPHAM JN. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Central) dep																				8‖10							
Latchmere Jn.	2 6	..	..	..	..	3 2	..	..	..	5 8	5 17	..	..	..	←	6 2	..	..	..	8‖13	..	8 25	..	..	..	12 27	..
KENSINGTON arr	2†14					3 10				5 18	5†25				5 18	6†10						8†35				12 35	
(Olympia) dep	..	2 15	..	..	2‖35	..	3‖45	..	4‖35	6 0	..	5‖40	..	..	6 0	..	6‖50	7‖15	..	..	8 30	..	..	..	11†15	..	..
Shepherds Bush Depot ..										→														10† 8			12‖50
Viaduct Jn.	..	..	..	..	2 42	..	3 49	..	4 39	..	..	5 44	..	..	..	..	..	..	..	..	8 33	..	..	..	..	..	..
Wood La. Milk Depot arr							3‖51	..	4‖42			5‖46									8 35						
.. ..dep	..	..	..	2‖35	..	..	..	4‖ 0	..	..	..	..	5‖52	6 0	..	..	..	..	..	..	..	..	9‖15	..	..		..
North Acton Jn. ....arr				2‖41	2 49			4 5					5‖58	6 6									9 22				
North Pole Jn.	..	2 28	..	..	..	..	..	..	..	..	..	..	..	..	6 8	..	7 0	7‖23	..	..	..	..	..	10 13	11 25		12 56
WEST LONDON arr																											
O. OAK COMMON arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7‖ 5		..	..	..	..	..	..	..		1‖ 5
Willesden (High Level) arr																											
WILLESD'N (M. Line) arr	..	2 45	..	..	..	..	..	..	..	..	..	..	..	..	6 22	..	..	..	..	..	..	..	..	10†15	11†29		..
	To work 2.45 am Kensington Milk	Mitre Bridge Milk Dock 2.31–2.43 am		After working 6.45 pm (Sat.) Carmarthen Milk	After working 5.15 pm (Sat.) Whitland Milk	Engine works 3.55 am Kensington to Stewarts Lane	After working 12.20 pm (Sat.) Penzance. Shunt, until 5.45 am then work 8.30 pm (Sat.) Whitland		After working 6.45 pm (Sats.) Carmarthen. To work 6.0 am Wood Lane to West Ealing			After working 6.20 pm (Sats.) Penzance Milk, becomes Wood Lane Shunting Engine	After working 8.30 pm (Sat.) Whitland Milk	Worked by Engine due Wood Lane 4‖42 am	Mitre Bridge Milk Dock 6.11–6.20 am	To work 6.40 am Kensington Milk	After working 8.30 pm (Sats.) Whitland Milk from Wood Lane	To run on to loop line leading to W. London and stand on Carriage Sidings side of ground disc for Loco Relief		Latchmere Jn. depart 8‖15 am	Wood Lane Shunting Engine	To work 9.0 am Q Kensington Milk	Shunts at West Ealing then light to Southall Shed	After working 9.17 am Willesden Milk	After working 10.30 am Mitre Bridge	Engine and Guard to work 12†50 pm Q Kensington to Stewarts Lane returning at 1.25 pm. Q ex Stewarts Lane (via Clapham Jn.) to work 2.20 pm Kensington to Clapham Jn.	Shepherds Bush Depot arrive 12‖48 pm

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

SUNDAYS

DOWN

		WR	SR	LMR		WR	WR	WR	SR	SR		LMR			LMR	LMR		LMR	LMR	LMR	WR	WR	WR	WR	LMR	WR	WR
		To Swindon Milk Empties	E B V	1.36 pm Victoria Milk Empties and Parcels		L E	To Old Oak Common L E	To Plymouth Milk Empties	3.33 pm East Croydon Milk Empties	To Clapham Jn. (C) L E		L E			Milk	L E		5.25 pm Stewarts Lane Milk	E B V	L E	To Whitland Milk Empties	Milk Empties	To Swindon Milk Empties	9‖40 pm Wood Lane L E	Pcls.	11‖40 pm Old Oak Common L E	
		3213						3410													3744	3033	3215				
			Q			Q	Q			Q								Q		Q							
		PM	PM	PM		PM	PM	PM	PM	PM		PM			PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	
VICTORIA (Eastern) dep	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....			.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	
Stewarts Lane	..	..	..	..	..	..	..	..	..	4‖15	..	..	..	..	5 25	..	..	..	..	..	..	..	..	..	..	..	..
Longhedge Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 23	.....	.....	.....	.....	5 31	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CLAPHAM JN. (Western) dep	..	..	1†45	2 15	..	..	..	..	..	..	..	..	..	..	..	..	..	6 15	..	..	..	..	..	..	11 30	..	..
CLAPHAM JN. (Central) ..arr	..	..	..	..	..	..	..	..	3 51½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
dep	.....	.....	.....	.....	.....	.....	.....	.....	3 53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Latchmere Jn.	..	..	1 47	2 20	..	..	..	..	3 57	4‖25	..	..	..	..	5 33	..	..	6 17	..	..	..	..	..	..	11 32	..	..
KENSINGTON arr	.....	.....	1†55	2 26	.....	.....	.....	.....	4 12	.....	.....	.....	.....	.....	5 40	.....	.....	6 25	.....	.....	.....	.....	.....	.....	11 42	.....	.....
(Olympia) dep	..	1 40	..	2 35	..	2‖40	..	2 45	..	..	..	5‖ 0	..	..	..	6‖ 5	..	..	6†30	6‖40	7 45	9 0	9 15	..	11 50	..	..
Shepherds Bush Depot ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9‖45	.....	11‖52	.....
Viaduct Jn.	..	1 45	..	..	..	..	..	2 50	..	..	..	..	..	..	..	..	..	..	..	..	7 48	..	9 18	..	..	..	..
Wood La. Milk Depot arr	.....	1 47	.....	.....	.....	.....	.....	2‖52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 50	.....	9 20	.....	.....	11‖55	.....
.. ..dep	..	2 5	..	..	..	..	3‖ 5	3 18	..	..	..	..	..	..	..	..	..	..	..	..	8 5	..	9 45	..	..	..	..
North Acton Jn. ....arr	.....	2 12	.....	.....	.....	.....	3‖12	3 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 12	.....	9 53	.....	.....	.....	.....
North Pole Jn.	..	..	..	2 42	..	2 50	..	..	..	..	..	5 8	..	..	..	6 13	..	..	6 38	6 48	..	9 8	..	9 50	11 57	..	..
WEST LONDON arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 12	.....	.....	.....	.....	.....
O. OAK COMMON arr	..	..	..	..	..	2‖55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9‖55	..	..	..
Willesden (High Level) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WILLESD'N (M.Line) arr	..	..		2 45		..				..	..	5‖20	..	..		6‖25	..		6†41	7‖ 0	..	..	..	..	12 0	..	..
		Q to Wootton Bassett	Off 1.25 pm Stewarts Lane to Clapham Jn. To work 2.20 pm Kensington to Clapham Jn.			Stale Shunting Engine when not required to assist 1.40 pm Kensington	After working 2.45 pm Kensington when not required to assist 2.45 pm Kensington, and not required for shunting	Shunting Engine to assist from Wood Lane to Park Royal when required	Worked by Diesel Electric Loco. Returns light to Stewarts Lane at 4‖45 pm	Latchmere Jn. depart 4‖27 p.m.		Off 3.35 pm Kilburn to Kensington Milk Empties			Runs at alternative times when diverted via Clapham Jn. L E to Willesden Shed 6‖5 pm	Off 5.25 pm Stewarts Lane Milk. Starts at 6‖40 pm when 5.25 pm Stewarts Lane Milk is diverted via Clapham Jn.		Alternative times when diverted via Clapham Jn. L E to Willesden start at 6‖40 pm	After working 5.45 pm Willesden	Off 5.25 pm Stewarts Lane Milk when diverted via Clapham Jn.				Shepherds Bush Depot arrive 9‖43 pm	Will start at 12.5 am (MO) when 10.15 pm (Sun.) Willesden to Clapham diverted to Victoria	To work 12.35 pm Penzance Milk	

LIST OF SIGNAL BOXES

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN — Week Days — Opened at — Mondays	Week Days — Opened at — Other Days	Week Days — Closed at	Sundays — Opened at	Sundays — Closed at	Whether provided with Switch
B	20	Paddington Arrival ...	—	Continuously		—	—	No
B	22	" Departure ...	—	Continuously		—	—	No
—	27	Westbourne Bridge	—	Continuously		—	—	No
—	28	Subway Junction	—	Continuously		—	—	No
—	32	Portobello Junction	—	Continuously		—	—	Yes
—	35	Ladbroke Grove	—	Continuously		—	—	Yes
	20	Ladbroke Grove I.B. Signals	—	—	—	—	—	—
—	—	West London Ground Frame	—	Continuously		— / 8.45 p.m.	2. 0 p.m. / — / —	No
—	—	Old Oak Common Loco ...	—	Continuously		—	—	No
—	60	Old Oak Common East ...	—	Continuously		—	—	No
—	J	WEST LONDON AND WEST LONDON EXTENSION LINES: North Pole Junction ...	—	Continuously		—	—	No
—	—	North Acton Junction	—	Continuously		—	—	Yes
—	61	Viaduct Junction—K ...	—	Continuously		—	—	Yes
—	73	Kensington North Main	—	Continuously		—	—	No
—	24	Kensington South Main	—	Continuously		—	—	Yes
—	54	Lillie Bridge	—	Continuously		—	—	Yes
—	71	Chelsea Dock Junction	—	Continuously		— / 10. 0 p.m.	6. 0 a.m. / —	— / Yes
—	—	Battersea Signals—Z	—	—	—	—	—	—
1	9	Latchmere Junction ...	—	Continuously		—	— / —	No
—	37	Old Oak Common West ...	—	Continuously		—	—	No
—	74	North Acton Junction ...	—	Continuously		—	—	Yes
—	49	Park Royal	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes
2	59	Greenford East Station C...		Continuously		—	—	Yes
—	30	Greenford West	6. 0 a.m.	6. 0 a.m.	11. 0 p.m. SX / 10. 0 p.m. SO	6. 0 a.m.	11. 0 p.m. F	Yes
2	13	Northolt Junction East ...	—	Continuously		—	—	No
—	32	Northolt Junction West ...	7. 0 a.m.	7. 0 a.m.	2.20 p.m.	Closed		Yes
1	45	West Ruislip	—	Continuously		—	—	Yes
2	18	Denham East	6. 0 a.m.	6. 0 a.m.	11F0 SX / 11F30 SO	— / 9.45 a.m.	— / H 9.15 p.m. F	— / Yes
—	41	Denham Station	—	Continuously		—	—	Yes
1	16	Denham Golf I.B. Signals A	—	—	—	—	—	—
1	66	Gerrards Cross	—	Continuously		—	—	Yes
2	46	Wilton Park I.B. Signals	—	—	—	—	—	—
1	30	Beaconsfield	—	Continuously		—	—	Yes
2	26	Tylers Green I.B. Signals	—	—	—	—	—	—
2	37	High Wycombe (South) ...	—	Continuously		—	—	No
—	36	High Wycombe (Middle)	—	Continuously		—	—	Yes
—	25	High Wycombe (North) ...	6. 0 a.m. / 10.30 p.m. / — / —	— / — / 10.30 p.m. SX / 10. 0 p.m. SO	4.30 p.m. / —	— / —	— / 6. 0 a.m.	Yes
1	47	West Wycombe	6. 0 a.m.	—	—	— / 6.30 p.m.	3. 0 p.m. / 9.30 p.m.	Yes
2	75	Saunderton	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes
2	73	Princes Risborough (South)	—	Continuously		—	—	Yes
—	21	Princes Risborough (North)	—	Continuously		—	—	No
5	32	Haddenham	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes
3	77	Ashendon Junction ¶ ...	—	Continuously		—	—	Yes
2	36	Brill and Ludgershall ...	—	Continuously		— / 6. 0 p.m.	6. 0 a.m. / —	Yes
5	70	Bicester	—	Continuously		—	—	Yes
3	71	Ardley	—	Continuously		— / 6. 0 p.m.	6. 0 a.m. / —	Yes
E2	4	Uxbridge (High Street)§	—	Open for Freight Train Service		—	—	—
—	31	Friars Junction	—	Continuously		—	—	No
—	39	Acton East	—	Continuously		—	—	No
—	13	Acton Middle	—	Continuously		—	—	Yes
—	54	Acton West	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes

A — Down Line Only
B — Distance from Stop Blocks.
C — Distance to Southall East Junction, 3 miles 58 chains.
Distance from West Ealing Box 2 miles 16 chains.
E — Distance from Denham East Box.
F — When Greenford West and Denham East Boxes are closed all trains will run via the Platform Lines at these points.
H — Or after passing of 2.55 p.m. Birkenhead.
J — 37 chains from Mitre Bridge (L.M.R.), 36 chains from Old Oak Common East (W.R.).
K — 2 miles 32 chains from North Acton Junction Signal Box.
Z — I.B.S. Signals. Battersea Up Signal 60 chains 16 yards from Chelsea, 29 chains 2 yards from Latchmere Junction; Battersea Down Signals 25 chains, 2 yards from Latchmere Junction, 64 chains 14 yards from Chelsea.
§ — No Block Telegraph.
¶ — Rail Motor Cars may stop at Ashendon Junction Signal Box to set down or pick up staff on authority of Station Master at Princes Risborough or Haddenham.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days			Sundays		
			Opened at		Closed at	Opened at	Closed at	
M	C		Mondays	Other Days				
1	56	West Ealing	—	Continuously		—	—	No
2	2	Southall East Junction ...	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes
—	23	Southall East Station ...	—	Continuously		—	—	No
—	14	Southall West Station ...	—	Continuously		—	—	No
—	43	Southall West Junction ...	—	Continuously		—	—	Yes
3	0	Firestone	4.45 a.m.	—	10. 0 p.m.**SO**	—	—	Yes
1	9	Hayes	—	Continuously		—	—	No
—	77	Dawley	6. 0 a.m.	—	—	—	6. 0 p.m.	Yes
1	32	West Drayton East	—	Continuously		—	—	Yes
—	22	West Drayton West ...	—	Continuously		—	—	Yes
—	19	West Drayton Coal Yard	—	Ground Frame opened when required			—	**A**
G3	31	Colnbrook	As Required		—	—	—	No
3	4	Staines	As Required		—	—	—	No
2	21	Uxbridge (Vine Street) ...	5.15 a.m.	5.15 a.m.	12. 0 night	—	—	No
1	50	Iver	—	Continuously		—	—	Yes
1	14	Langley (Bucks)	—	Continuously		—	—	Yes
1	19	Dolphin Junction	—	Continuously		—	—	Yes
—	76	Slough East	—	Continuously		—	—	No
—	14	Slough Middle	—	Continuously		—	—	No
—	23	Slough West	—	Continuously		—	—	No
—	16	Bath Road (Slough)† ...	When required; for trains using Slough West Curve **N**				—	Yes
2	27	Windsor	5. 0 a.m.	5. 0 a.m.	1. 0 night	7.15 a.m.	12.55 night	No
—	54	Farnham Road	—	Continuously		—	—	Yes
1	34	Burnham (Bucks)	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes
1	34	Taplow	—	Continuously		—	—	Yes
1	60	Maidenhead East	—	Continuously		—	—	Yes
—	21	Maidenhead Middle‡	—	Continuously		—	—	Yes
—	29	Maidenhead West	—	Continuously		—	—	Yes
—	—	§North Town Level Crossing	4. 0 a.m.	—	—	—	11.45 p.m.	§
2	66	Cookham	4. 0 a.m.	—	—	—	11.45 p.m.	No
1	39	Bourne End North ...	4. 0 a.m.	—	—	—	11.30 p.m.	No
—	—	§Cores End Level Crossing	4.15 a.m.	—	—	—	11.30 p.m.	§
1	26	Wooburn Green	4.15 a.m.	—	—	—	11.30 p.m.	No
1	41	Loudwater	4.15 a.m.	—	—	—	11.30 p.m.	No
7	15	Aylesbury South ...	—	Continuously		—	—	Yes
1	17	§Bledlow Level Crossing ...	7. 0 a.m.	—	—	— 7.15 a.m. 6. 0 p.m.	3.30 a.m.**H** 11.30 a.m. 7.15 p.m.	§
3	76	Thame	5.15 a.m.	—	—	— 7.15 a.m. 5.45 p.m.	3.45 a.m.**H** 12. 0 noon 8. 0 p.m.	No
7	42	Wheatley	5. 0 a.m.	—	—	— 7. 0 a.m. 5.45 p.m.	6. 0 a.m.**H** 1. 0 p.m. 8. 0 p.m.	No
2	76	Morris Cowley	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
1	39	Waltham Siding	—	Continuously		—	—	Yes
1	53	Shottesbrook	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	10. 0 a.m.	10. 0 p.m.	Yes
1	49	Ruscombe	6. 0 a.m.	—	—	—	11. 0 p.m.	Yes
1	29	Twyford East	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes
2	56	Shiplake ... ... }	—	Open for day's train service			—	No
1	48	Henley ... ... }						
—	21	Twyford West	—	Continuously		—	—	Yes
1	52	Woodley Bridge	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	10. 0 a.m.	10. 0 p.m.	Yes
1	29	Sonning	6. 0 a.m.	—	—	—	11. 0 p.m.	Yes
—	60	Kennet Bridge	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	2.30 p.m.	10.30 p.m.	Yes
—	73	Reading Main Line East ...	—	Continuously		—	—	No
—	21	Reading Middle	6. 0 a.m.	—	—	— 2. 0 p.m.	6. 0 a.m. 10. 0 p.m.	Yes
¶	43	Reading West Goods ...	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes
¶	35	Reading Main Line West ...	—	Continuously		—	—	No
L	48	Oxford Road Junction ...	—	Continuously		—	—	Yes
1	2	Southcote Junction ...	—	Continuously		—	—	No
2	—	Calcot	—	As Required		—	—	Yes
1	31	Theale	4.30 a.m.	—	—	—	5.50 a.m.	Yes
2	20	Ufton Crossing	—	Continuously		—	—	No
1	27	Aldermaston	4.45 a.m.	—	—	—	5.50 a.m.	Yes
1	70	Midgham	—	Continuously		—	—	No
2	19	Colthrop Siding	—	Continuously		—	—	No
—	54	Thatcham Station	—	Continuously		—	—	No
—	53	Thatcham West	6. 0 a.m.	6. 0 a.m.	1.20 p.m.	Closed		Yes
1	43	Bull's Lock	9.45 p.m.	9.45 p.m.	5. 5 a.m.	—	5. 5 a.m.	Yes
—	32	Newbury Racecourse ...	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes

A — Auxiliary Token Instrument.

G — Distance from West Drayton West.

H — Or after passing of 2.35 a.m. Acton **Q** Freight.

L — Distance from Reading Main Line West. Distance from Reading West Junction Box to Oxford Road Junction Box is 50 chains.

N — To be opened for passing of 8.55 a.m. (Freight) Slough to Windsor.

† — When Bath Road Box is closed the Points and Signals to be set for trains to and from Slough Station. Distance between Bath Road Junction and Slough West Junction, 19 chains.

‡ — Relief Lines and Wycombe Branch only.

§ — No Block Telegraph.

¶ — Distance from Reading Main Line East Box.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN — Week Days — Opened at — Mondays	Week Days — Opened at — Other Days	Week Days — Closed at	Sundays — Opened at	Sundays — Closed at	Whether provided with Switch
—	34	Newbury East Junction ...	—	Continuously		—	—	Yes
—	27	Newbury Middle	—	Continuously		—	—	Yes
—	18	Newbury West	—	Continuously		—	—	Yes
1	7	Enborne Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
6	17	Welford Park	6.40 a.m.	6.40 a.m.	7. 0 p.m.	Closed	—	No
6	2	Lambourn	7. 0 a.m.	7. 0 a.m.	6.45 p.m.			
1	65	Hamstead Crossing ...	—	Continuously		—	—	No
2	34	Kintbury	—	Continuously		—	—	No
3	5	Hungerford	—	Continuously		—	—	Yes
4	62	Bedwyn	5.40 a.m.	—	—	— / 5.40 p.m.	6. 0 a.m. / 8.30 p.m.	Yes
—	65	Reading West Junction ...	—	Continuously		—	—	Yes
—	57	Scours Lane Junction ...	—	Continuously		—	—	Yes
—	64	Tilehurst	—	Continuously		—	—	Yes
1	39	Purley Track Signals ...	—	Continuously		—	—	—
1	33	Pangbourne	—	Continuously		—	—	No
1	53	Basildon Track Signals ...	—	Continuously		—	—	—
1	44	Goring and Streatley ...	—	Continuously		—	—	Yes
2	0	South Stoke I. B. Signals ...	—	—	—	—	—	—
1	67	Cholsey	—	Continuously		—	—	Yes
2	48	Wallingford§	—	For day's Train Service		—	—	§
1	13	Aston Tirrold I. B. Signals ...	—	—	—	—	—	—
1	71	Moreton Cutting	—	Continuously		—	—	Yes
1	29	Didcot East Junction ...	—	Continuously		—	—	No
2	50	Upton and Blewbury ...	As Required		—	—	—	Yes
5	41	Compton	4. 0 a.m.	—	—	—	9. 0 p.m.	Yes
—	—	§Compton Crossing ...	Crossing Keeper always in attendance			—	—	—
2	13	Hampstead Norris ...	As Required		—	—	—	Yes
2	67	Hermitage	As Required		—	—	—	Yes
—	—	§Fisher's Lane Crossing	Crossing Keeper always in attendance			—	—	—
4	16	Newbury East Junction	—	Continuously		—	—	No
—	34	Didcot West End	—	Continuously		—	—	No
—	33	Foxhall Junction	—	Continuously		—	—	No
1	33	Milton	6. 0 a.m.	—	—	— / 2. 0 p.m.	6. 0 a.m. / 10. 0 p.m.	Yes
G —	43	Didcot North	—	Continuously		—	—	Yes
—	70	Appleford Crossing ...	—	Continuously		—	—	No
1	46	Culham	—	Continuously		—	—	Yes
1	3	Nuneham I. B. Signals ...	—	—	—	—	—	—
1	12	Radley	—	Continuously		—	—	Yes
1	24	Sandford	—	Continuously		—	—	Yes
1	26	Kennington Junction ...	—	Continuously		—	—	Yes
—	57	Hinksey South	—	Continuously		—	—	Yes
1	9	Hinksey North	—	Continuously		—	—	Yes
—	38	Oxford Station South ...	—	Continuously		—	—	Yes
—	18	Oxford Station North ...	—	Continuously		—	—	No
—	25	Oxford North Junction ...	—	Continuously		—	—	Yes
—	—	Remley Road	8.15 a.m.	8.15 a.m.	10.0 p.m.	9. 0 a.m. 1.30 p.m.	12.30 p.m. 5. 0 p.m.	—
—	54	Port Meadow	—	Closed		Closed		Yes
2	28	Oxford (Banbury Road Jn.)	6. 0 a.m.	—	—	—	4. 0 a.m.	—
2	24	Islip	6.25 a.m.	6.25 a.m. SX 7.10 a.m. SO	7.40 a.m.			Yes
			10.15 a.m. 11.40 a.m. 4.30 p.m.	10.15 a.m. 11.40 a.m. 4.30 p.m. 10.30 p.m. SO	10.50 a.m. 12.15 p.m. 6.30 p.m. 11.10 p.m. SO	Closed		
5	39	Bicester (London Rd.) No. 2	8.35 a.m.	8.35 a.m. 11.0 a.m. SO	9.10 a.m. SO 11.40 a.m. SX 12.40 p.m. SO	Closed		Yes
			12.20 p.m. 1.40 p.m.	12.20 p.m. SX 1.40 p.m. SX	12.45 p.m. SX 3.20 p.m. SX			
—	43	Bicester (London Rd.) No. 1	5. 0 a.m.	—	—	— 8.50 a.m. 1. 0 p.m. 10.15 p.m.	5. 0 a.m. 11.35 a.m. 5.45 p.m. 12.5 night	—
1	53	Wolvercot Siding	—	Continuously		—	—	Yes
—	64	Wolvercot Junction	—	Continuously		—	—	No
K —	71	Yarnton Junction	—	Continuously		—	—	Yes
3	30	Eynsham	—	For day's Train Service		For day's Train Service		No
4	64	Witney Station	—					No
3	57	Brize Norton and Bampton	—					No
1	30	Carterton	—					No
5	20	Lechlade	—					No
3	21	Fairford	—					No
2	79	Kidlington	—	Continuously		—	—	Yes
1	30	Bletchington Cement Sidings	11. 0 a.m.	10. 0 a.m.	5.10 p.m.	Closed		Yes
—	38	Bletchington	6. 0 a.m.	—	—	—	5.50 a.m. U	Yes
1	73	Tackley	—	Closed		Closed		Yes
2	20	Heyford	—	Continuously		—	—	Yes
2	76	Fritwell and Somerton ...	7.30 a.m.	7.30 a.m.	11.20 p.m. U	Closed		Yes
2	11	Aynho Station	5.30 a.m.	—	—	—	6. 0 a.m. U	Yes
—	54½	Aynho Junction	—	Continuously		—	—	Yes
1	40	King's Sutton Junction ...	6. 0 a.m.	6. 0 a.m.	10.30 p.m.	W	—	Yes
1	39¾	Astrop Siding	5. 0 a.m.	—	—	W	5.50 a.m.	Yes

G — Distance from Foxhall Junction, 57 chains.

K — Distance from Oxford Road Junction, 1 mile 49 chains.

U — Or as ordered by Control.

W — Open at week-ends as necessary.

§ — No Block Telegraph.

Where the Stations and Crossings are closed between trains, the Signalmen and Gatemen must be on duty at least twenty minutes before each train is due in cases where a definite time is not specified.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES

The loads of all Passenger, Parcels, Fish and Milk trains are calculated on the tonnage system and the tables show the standard loads for the various classes of engines on the different routes.

The loads given in the Tables represent the capacity of the Engine if the standard point-to-point timing is to be maintained. On sections where gradients will permit, these loads may be exceeded with a suitable increase in the point-to-point timing, but on sections where there are steep rising gradients it will be necessary to provide an assistant engine.

To enable Guards and others to calculate the loads of trains in tons, the tare weight of the vehicle, in 2½ in. figures, has been painted at both ends, at alternate corners, of all stock formed in trains coming within the category of those mentioned above. The loads of trains, calculated by the addition of these tonnage figures, must be ascertained by Guards and the information given to Drivers at the starting points and at any subsequent points at which vehicles are attached or detached.

In the case of a vehicle not marked with the tare weight being formed in a train, the weight of the vehicle must be counted as 10 tons for a Horse Box, Carriage Truck or other such small vehicle, 20 tons for a four or six-wheeled passenger-carrying vehicle or brake van, 30 tons for an eight-wheeled passenger carrying vehicle or brake van other than 70 ft. stock, and 40 tons for a Dining Car, Sleeping Car, or 70 ft. passenger carrying vehicle or brake van.

OCEAN MAILS AND BAGGAGE.—An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of Ocean Mails and Baggage.

PARCELS AND FISH AND MILK TRAINS.—Owing to the difference in the weights of loaded and unloaded Parcels Vans and Fish Trucks, it will be necessary in the case of Parcels and Fish trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for Parcels and 3 tons per vehicle for Fish, and therefore a Guard, in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

MILK TRAINS.—The weight of vehicles containing Milk Traffic to be computed as follows, whether the vehicles are working on passenger, milk, fish, or perishable trains:—

Milk Tanks

	Empty	*Loaded*
Fixed ('Miltas')	14 tons	28 tons
Road/Rail ('Rotanks')	18 tons	28 tons

	BG Vehicles and Siphons J	**BG Vehicles and Siphons F, G and H**	**Other Vehicles**
Empty	Tare weight	Tare weight	Tare weight
Loaded (Empty Churns) ..	Tare weight plus 5 tons	Tare weight plus 5 tons	Tare weight plus 3 tons
Loaded (Full Churns)	Tare weight plus 10 tons	Tare weight plus 8 tons	Tare weight plus 5 tons

The weight of parcels (including stores), perishable, fish and milk trains, which are run in accordance with passenger train regulations, must not exceed a gross weight of 550 tons, including brake, whether assisted or unassisted.

MIXED TRAINS.—In the case of those trains which are authorised to be run as 'Mixed' trains, the total weight of the train to be obtained as follows:—

Tonnage of Passenger stock, plus Tare weight of Goods Brake Van (where provided), plus Freight vehicles.
Tonnage of Freight vehicles to be calculated as under:—
Class 1 traffic=16 tons per wagon. Class 2 traffic=13 tons per wagon. Class 3 traffic=10 tons per wagon.
Empties (4-wheel stock)=6 tons per wagon.

NOTES.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of lines, although loadings may be given in the table for engines over portions of line which are prohibited for them.

These instructions for calculating the loads do not affect those contained in the Appendix to the Book of Rules and Regulations respecting the formation of Passenger Trains.

Empty Stock trains must not exceed 20 eight-wheel vehicles or their equivalent. The maximum permitted load of these trains is governed by the instructions in the General Appendix, heading 'Timing of empty coaching stock trains.'

Guards must show on their train journals the number of vehicles and the actual total tonnage of the trains at starting points and on leaving subsequent stations at which vehicles are attached or detached.

Stations will, in wiring particulars of trains, give the number of vehicles and the total weight of each portion of the train in tons, sending a message in the following form:—

Prefix **GQ**—1.40 p.m. Paddington (*or No.*—)—time—five Penzance, 179—three Kingswear, 100—two Ilfracombe, 66—two Weymouth, 65—Engine 6011. *When the engine carries a Train number the Train number must be used instead of the title.*

NOTES FOR PAGES 181—184.

W—Only on local services at speeds not exceeding 60 m.p.h

The following maximum single engine loads (including brake van), are specially authorised for Parcels, Perishables and Empty and Loaded Milk Trains in either direction between Paddington or Wood Lane and Newton Abbot via Lavington and Castle Cary or via Swindon and Box:—

'King' Class Engines	550 tons
'Castle', 10XX and B.R. Standard Class 7 Engines (70XXX)	500 tons§
47XX Class Engines	485 tons
49XX, 59XX, 69XX, 79XX, 68XX Class and B.R. Standard Class 5 engines (73XXX) ..	465 tons
43XX, 78XX Class and B.R. Standard Class 4 Engines (75XXX, 76XXX)	450 tons

§ 505 tons for Up Loaded Milk trains only.

When the load exceeds the normal single engine load shown, the running time Taunton 'start' to Castle Cary 'pass' will be 42 minutes and Heywood Road Junction 'pass' to Bedwyn 'pass' 45 minutes.

The following loads are authorised for Milk Empties and Parcels trains between Heywood Road Jn. and Whitland via Hawkeridge and between Swindon and Whitland:—

'Castle', B.R. Standard Class 7, 'County' Class Engines	500 tons§
49XX, 68XX Class Engines	450 tons§

§—Assisted Stapleton Road to Filton.

See Page 182

A—49XX, 59XX, 69XX, 79XX and 68XX classes only

B—43XX, 53XX, 63XX and 73XX classes only.

D—28 tons extra may be taken on Troop and other heavy trains suitably timed, and worked by 22XX Class Engines

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—*continued*

MAIN LINE TRAINS

SECTION		CLASS OF ENGINE								
						B.R. Standard Class 4 (75XXX 76XXX)	B.R. Standard Class 3 (82XXX)			
						78XX				
						43XX 53XX 63XX 73XX 93XX	45XX 55XX			
			B.R. Std. Class 7 (70 XXX)				36XX 37XX			
						31XX 41XX 51XX	46XX 57XX 77XX			
			10XX			61XX	87XX		90XX	0-4-2T 14XX
					49XX	81XX	96XX			
			4037		59XX		97XX		'A'	58XX
From	To		4073-4099		69XX	56XX			Group	
					79XX	66XX	84XX		0-6-0	
			50XX	W			94XX	22XX	and	
		60XX	70XX	47XX	68XX			32XX	0-6-0T	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
LONDON TO TAUNTON VIA SWINDON AND BRISTOL										
Paddington	Bristol§	500	455	455	420	420	392	364	336	220
Bristol	Taunton	500	455	—	420	420	392	364	336	220
§—Via Bath or Badminton										
TAUNTON TO LONDON VIA BRISTOL AND SWINDON										
Taunton	Bristol	530	485	470	450	420	420	392	364	220
Bristol	Swindon (via Badminton)	460	420	—	392	364	308	280	252	198
Bristol	Swindon (via Bath) ..	500	455	455	420	392	336	336	308	220
Swindon	Paddington	530	500	500	485	455	392	392	364	220
LONDON TO PLYMOUTH VIA NEWBURY										
Paddington	Reading General	500	455	455	420	420	392	364	336	220
Reading General	Castle Cary	500	455	455	420	392	336	308	280	198
Castle Cary	Taunton	500	455	440	420	420	420	392	364	198
Taunton	Plymouth	360	315	300	288¶	252	200	196	180	—
PLYMOUTH TO LONDON VIA NEWBURY										
Plymouth	Exeter	360	315	300	288¶	252	200	196	180	—
Exeter	Castle Cary	530	485	440	450	420	336	308	280	—
Castle Cary	Savernake	500	455	440	420	392	336	308	280	198
Savernake	Paddington	530	500	500	485	455	392	392	364	220
¶—49XX, 59XX, 69XX and 79XX—275 tons										
LONDON TO FISHGUARD HARBOUR AND NEYLAND										
Paddington	Pilning (H.L.)	—	455	455	420	420	392	364	336	220
Pilning	Severn Tunnel Jn.	—	455	—	420	406	336	308	280	170
Severn Tunnel Jn. ..	Cardiff	—	455	—	420	420	392	364	336	—
†Cardiff (General) ..	Swansea (High Street) ..	—	500	—	450	390	—	—	—	—
†Landore or Swansea (High Street)	Cockett	—	315	—	280	252	—	—	—	—
†Court Sart Jn.	Llandilo Jn.	—	500	—	450	390	—	—	—	—
†Cockett	Whitland	—	500	—	450	390	—	—	—	—
Swindon	Gloucester	—	455	—	420	420	364	336	308	—
Gloucester	Severn Tunnel Jn.	—	455	—	420	420	392	364	336	—
†—Applies only to Fish, Parcels and Milk Trains										
NEYLAND AND FISHGUARD HARBOUR TO LONDON										
Cardiff	Severn Tunnel Jn.	—	485	—	455	420	392	364	336	—
Severn Tunnel Jn. ..	Patchway	—	455	—	420	406	336	308	280	170
Patchway	Badminton	—	485	485	455	420	364	364	336	220
Badminton	Paddington	530	500	500	485	455	392	392	364	220
Severn Tunnel Jn. ..	Gloucester	—	455	—	420	420	392	364	336	—
Gloucester	Brimscombe	—	455	—	420	420	364	336	308	—
Brimscombe	Kemble§	—	371	—	336	308	247	234	208	—
Brimscombe	Kemble‡	—	342	—	308	280	221	195	195	—
Kemble	Swindon	—	455	—	420	420	392	364	336	—
§—Running through Chalford ‡Stopping at Chalford										
Paddington	Birmingham } (Via Bicester									
Paddington	Leamington } North or Oxford)	500	455	455	420	420	392	364	336	
Leamington	Paddington (Via Bicester N.)	500	455	455	420	420	392	364	336	—
Banbury	Paddington (via Oxford) ...	—	500	500	485	455	392	392	364	—

FOR NOTES SEE PAGE 180

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—*continued*

BRANCH LINE TRAINS

SECTION		CLASS OF ENGINE								
		60XX	B.R. Std. Cl. 7 (70XXX) 10XX 4037 4073-4099 50XX 70XX	W 47XX	49XX 59XX 69XX 79XX 68XX	B.R. Standard Class 4 (75XXX 76XXX) 78XX 43XX 53XX 63XX 73XX 93XX 31XX 41XX 51XX 61XX 81XX 56XX 66XX	B.R. Standard Class 3 (82XXX) 45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 84XX 94XX	22XX 32XX	90XX 'A' Group 0-6-0 and 0-6-0T	0-4-2T 14XX 58XX
From	To	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Denham	Uxbridge, High Street ...	—	—	—	—	—	—	—	—	—
Uxbridge, High Street ...	Denham	—	—	—	—	—	—	—	—	—
Princes Risborough ...	Watlington	—	—	—	—	—	224	—	—	168
Watlington	Princes Risborough ...	—	—	—	—	—	224	—	—	168
Princes Risborough ...	Oxford	—	364	—	336	308	252	224	196	168
Oxford	Princes Risborough ...	—	392	—	364	336	280	252	224	196
Princes Risborough ...	Aylesbury	—	—	—	—	280	—	224	—	—
Aylesbury	Princes Risborough ...	—	—	—	—	252	—	196	—	—
Southall	Brentford	—	—	—	—	—	—	—	—	196
Brentford	Southall	—	—	—	—	—	—	—	—	196
West Drayton	Staines West	—	—	—	392	364	308	280	252	224
Staines West	West Drayton	—	—	—	392	364	308	280	252	224
West Drayton	Uxbridge	—	—	—	392	364	308	280	252	224
Uxbridge	West Drayton	—	—	—	392	364	308	280	252	224
Slough	Windsor	—	—	—	392	364	308	280	252	224
Windsor	Slough	—	—	—	392	364	308	280	252	224
Twyford	Henley	—	—	—	392	364	308	280	252	224
Henley	Twyford	—	—	—	336	308	252	224	196	168
Maidenhead	Wycombe	—	392	—	364	308	—	224	—	168
Wycombe	Maidenhead	—	392	—	364	336	—	252	—	224
Bourne End	Marlow	—	455	—	420	336	—	252	—	224
Marlow	Bourne End	—	455	—	420	336	—	252	—	224
Cholsey	Wallingford	—	—	—	—	—	—	—	—	260
Wallingford	Cholsey	—	—	—	—	—	—	—	—	260
Radley	Abingdon	—	—	—	—	—	—	—	—	260
Abingdon	Radley	—	—	—	—	—	—	—	—	260
Oxford	Bicester (London Road) ..	—	—	—	—	—	—	—	—	—
Bicester (London Road) ..	Oxford	—	—	—	—	—	—	—	—	—
Oxford	Fairford	—	—	—	—	—	—	—	264	196
Fairford	Oxford	—	—	—	—	—	—	—	264	196
Kidlington	Blenheim	—	—	—	—	—	—	—	—	168
Blenheim	Kidlington	—	—	—	—	—	—	—	—	168
Reading General	Basingstoke	—	420	—	392	364	308	280	252	224
Basingstoke	Reading General	—	420	—	392	364	308	280	252	224
Didcot	Newbury	—	—	—	392A	364B	—	—	—	—
Didcot	Winchester Chesil	—	—	—	—	364	308	280D	280	—
Winchester Chesil ...	Didcot	—	—	—	—	364	308	280D	280	—
Newbury	Didcot	—	—	—	392A	364B	—	—	—	—
Lambourn	Newbury	—	—	—	—	—	—	—	210	—
Newbury	Lambourn	—	—	—	—	—	—	—	210	—

FOR NOTES SEE PAGE 180

ENGINE LOADS FOR RAIL MOTORS

The tonnage loads shown in the 'Standard Loads Table' do not apply when Rail Motors services are being worked by engines of the 14XX, 54XX and 64XX classes, the authorised loads for which are specially laid down separately, in accordance with the instructions in the General Appendix, *viz* —

Gradient	RAIL MOTORS 0-4-2T	RAIL MOTORS 0-6-0T
	Tons	Tons
1-40	72	90
1-50	96	120
1-60	120	150
1-80	144	180
1-100	168	210

WEST LONDON AND WEST LONDON EXTENSION LINES

ENGINE LOADS OF PASSENGER, PARCELS AND MILK TRAINS FOR WESTERN REGION ENGINE WORKING PURPOSES

The loads of all Passenger, Parcels and Milk trains are calculated on the tonnage system and the tables show the standard loads for the various classes of engines on the different routes.

The maximum permitted loads of empty stock trains are controlled by the instruction which appears in the General Appendix under the heading: 'Timing of Empty Coaching Stock Trains.'

The loads given in the tables represent the capacity of the engine if the standard point-to-point timing is to be maintained. On sections where gradients will permit, these loads may be exceeded with a suitable increase in the point-to-point timing, but on sections where there are steep rising gradients it will be necessary to provide an assistant engine.

Note.—The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of line, although loadings may be given in the table for engines over portions of line which are prohibited for them.

SECTION		CLASS OF ENGINE							
		B.R. Standard Class 7 (70XXX)		49XX, 59XX 69XX, 79XX		B.R. Standard Class 4 (75XXX 76XXX)		45XX 55XX	
		10XX				78XX		36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX	
		4037 4073—4099 50XX 70XX		68XX		43XX, 53XX 63XX, 73XX 93XX			
						31XX, 41XX 51XX, 61XX 81XX		84XX, 94XX	
						56XX, 66XX			
From	To	Passr.	Milk, etc.	Passr.	Milk, etc.	Passr.	Milk, etc.	Passr.	Milk, etc.
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
OLD OAK COMMON TO SOUTH LAMBETH OR CLAPHAM JUNCTION:—									
Old Oak Common	**Kensington**	500	500	465	465	450	450	400	400
Kensington	**South Lambeth or Clapham Jn.**	—	—	—	—	440	440	364	364
South Lambeth or Clapham Jn.	**Kensington**	—	—	—	—	400	400	364	364
Kensington	**Old Oak Common** with stops **West London** ...	378	378	358	358	336	336	310	310
Kensington ... ... With a run through North Pole Junction	**Old Oak Common or West London**	450	450	420	420	392	392	364	364
NORTH ACTON TO KENSINGTON VIA STEAM LINES AND VIADUCT JUNCTION:—									
North Acton	**Wood Lane**	455	500	420	465	388	450	362	364
Wood Lane	**Kensington**	403		368		336		310	
Kensington	**Wood Lane**	403		368		336		310	
Wood Lane	**North Acton**	384		352		320		272	

60XX ('King' Class) may convey a maximum load of 550 tons when working Milk, Parcels trains, etc., between North Acton Junction and Wood Lane in either direction.

†—B.R. Standard Class 3 (2-6-2T) (82XXX) Engines—Restrictions and loading as for W.R. 45XX type engines.

SECTION		CLASS OF ENGINE					
		22XX 32XX		0-6-0 and 0-6-0T 'A' Group 90XX		0-4-2T 14XX 58XX	
		Passr	Milk, etc.	Passr.	Milk, etc.	Passr.	Milk, etc.
		Tons	Tons	Tons	Tons	Tons	Tons
OLD OAK COMMON TO SOUTH LAMBETH OR CLAPHAM JUNCTION:—							
Old Oak Common	**Kensington**	350	350	336	336	310	310
Kensington	**South Lambeth or Clapham Jn.** ...	337	337	310	310	284	284
South Lambeth or Clapham Jn.	**Kensington**	337	337	310	310	284	284
Kensington	**Old Oak Common** with stops **West London** ...	297	297	284	284	258	258
Kensington ... ... With a run through North Pole Jn.	**Old Oak Common or West London**	336	336	298	298	284	284
NORTH ACTON TO KENSINGTON VIA STEAM LINES AND VIADUCT JUNCTION:—							
North Acton	**Wood Lane**	336	337	308	310	220	284
Wood Lane	**Kensington**	284		256		168	
Kensington	**Wood Lane**	284		256		168	
Wood Lane	**North Acton**	252		224		136	

From	To	Load in Tons — Class of Engine — Passenger: 1	2	3	4	5	5X
Willesden Junction ...	Kensington (Olympia) ...	190	260	315	350	400	455
Kensington (Olympia) ... / Clapham Junction ...	Clapham Junction / Kensington (Olympia)	165	225	270	300	345	390
Kensington (Olympia) ...	Willesden Junction ...	160	220	260	290†	335	375

†—Class 4 Compound to take Class 3 Load.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between the following points will be as high as may be necessary, subject to the observance of all permanent and temporary speed restrictions:—

Paddington to Plymouth via Lavington
Reading to Cogload via Swindon and Bristol
Didcot to Yarnton
Paddington to Ardley

The above does not alter any special restrictions laid down for the Gas Turbine Engine.

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour AT ANY PLACE, except between the points listed above.

Inspectors, Signalmen and others must report to their superior officer every case in which trains run in excess of the speed limits shown below and full particulars must be forwarded at once to the District Operating Superintendent.

STANDARD SPEED RESTRICTIONS

When trains are running late, drivers must endeavour to make up time, with due regard to the braking power of the engine and train and provided all speed restrictions are strictly complied with and the maximum speeds indicated are not exceeded.

Except where shown otherwise, trains must not exceed the speeds set out below:—

	Speed m.p.h.
1. On double lines when passing through Junctions between parallel lines or through crossover roads, or when entering or leaving Slow, Goods Lines or Loops, Engine, Carriage or Bay Lines	10
2. When receiving, delivering or exchanging Train Staff or Electric Token by hand	10
3. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40
5. When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block System	
(a) During clear weather	10
(b) During fog or falling snow	4
6. Locomotives running light:—	Speed m.p.h.
(a) Passenger and M.T. Tender Locomotives (chimney leading)	55
(b) Passenger and M.T. Tender Locomotives (tender leading)	45
(c) Passenger and M.T. Tank Locomotives	45
(d) Freight Tender Locomotives	35
(e) Freight Tank Locomotives	20
(f) Main Line Diesel Locomotives	55
(g) 350 h.p. Diesel Electric Shunting Locomotives	20

(b)–(g): Subject to any lower maximum speed laid down

Notes

1. Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other Special Notice, such speed restriction must be complied with.
2. Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.

	Speed m.p.h.
7. Tender locomotives when running with the tender leading, whether attached to a train or running light	45
8. When 'Dead' locomotives are being conveyed	25

Name of Place	Direction of Train — From	To	Miles per Hour
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY			
	DOWN LINE		
Paddington to Didcot	All Trains on Relief Line. All other permanent and temporary restrictions must be strictly observed.		60
Paddington Departure Box and Westbourne Bridge.	All Trains over curves to and from Departure Platforms		10
Paddington Arrival Box to Subway Junction.	Down Trains over Up Main Line or Up Relief Line between Paddington Arrival and Subway Junction.		15
Westbourne Bridge	Main Line	Turntable Depot	5
Paddington (Suburban Platforms)	Trains from Met. Line not calling at Paddington Suburban Station, while passing through Station must not exceed		5
	Met. Line	No. 14 Platform (East End)	15
	No. 15 Platform	City Line (West End)	10
	No. 14 Platform	City Line (West End)	15
Royal Oak Station	City Line	Suburban Line	15
Subway Junction	Down Goods Line	Suburban Line	5
	Down Main Line	Down Relief Line	25
	Down Relief Line	Down Main Line	15
	Down Suburban	Down Relief Line	20
	Up Main Line	Down Main Line	10
	Up Main Line	Down Relief Line	10
	Up Relief Line	Down Relief Line	10
Portobello Junction	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines.		10

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY—*continued*			
	DOWN LINE—*continued*		
Ladbroke Grove Junction	Engine and Carriage Line	Relief Line	15
	Relief Line	Main Line	35
	Trains crossing Main and Relief Lines to and from Engine and Carriage Lines		10
	Main Line	Engine and Carriage Line	15
	Main Line	Relief Line	35
Old Oak Common East	Victoria Branch	Relief Line	10
	Goods and Carriage Line	Relief Line	10
Old Oak Common West	Main Line	Relief Line	40
	Relief Line	Wycombe Line	40
Friars Junction	Main Line	Relief Line	20
	Relief Line	Main Line	20
Acton East	L.M.R.	Relief Line	15
Acton Wells Junction (L.M.R.)	L.M.R.	W.R.	15
Acton West	Relief Line	Main Line	10
Longfield Avenue	Main Line	Relief Line	25
West Ealing	Relief Line	Greenford	20
Hanwell	Greenford	Relief Line	15
Hanwell East End of Platforms	Trains over reverse curves in Relief Lines (7m. 20ch. to 7m. 25ch.)		40*
Southall East Junction	Main Line	Relief Line	20
Southall Station between East and West Station Signal Boxes.	Down Trains over reverse curves in Relief Lines (9 m.p. to 9¼ m.p.)		45
Southall West Station	Relief Line	Main Line	10
Southall West Junction	Main Line	Relief Line	20
Hayes	Down Relief Line	Up Relief Line and Bay	15
West Drayton East	Main Line	Relief Line	25
West Drayton between East Signal Box and Underbridge beyond West End of Platforms.	Trains over reverse curves in Relief Lines (13m. 10ch. to 13m. 28ch.)		30*
West Drayton West	Relief Line	Uxbridge Branch	10
Dolphin Junction	Relief Line	Main Line	20
	Main Line	Relief Line	20
Slough Station between West End of Station and Middle Signal Box.	Trains over reverse curves in Relief Lines (18m. 36ch. to 18m. 46ch.)		40*
Slough Middle	Relief Line	Main Line	10
	Main Line	Windsor Branch	10
Slough West	Bath Road Junction	Avoiding and Main Lines	10
	Main Line	Relief Line	20
Taplow Station through Platforms between Down Home and Up Home Signals.	Trains over reverse curves in Relief Lines (22m. 26ch. to 22m. 48ch.)		45
Taplow	Relief Line	Main Line	25
Maidenhead East	Main Line	Relief Line	20
Maidenhead Middle	Relief Line	Wycombe Branch	10
Maidenhead West	Relief Line	Main Line	20
Twyford East	Main Line	Relief Line	25
Twyford Station	Main Line	Through Station (30m. 60ch. to 31m. 10ch.)	75
Twyford West	Relief Line	Henley Branch	10
Reading Low Level (W.R. Junction)	Southern Region	W.R.	15
Reading Main Line East (Southern Region Branch Junction)	No. 1 Loop	Down Branch	10
	No. 2 Loop	Down Branch	10
	Down Branch	Down Main	20
Reading Main Line East	Main Line	Relief Line	25
	Relief Line	Main Line	25
	Southern Region	Main Line	15
Reading General Station	Main Line	Through Station (35m. 60ch. to 36m. 30ch.)	75
Reading Main Line West	Relief Line	Main Line	20
	Main Line	Berks & Hants Line	40
	Relief Line	Berks & Hants Line	25
	Bay Lines	Berks & Hants Line	15
	Main Line	Relief Line	20
Reading Oxford Road Junction	Reading Station	Southcote Junction	50
Reading Oxford Road Junction	Reading West Junction (West Curve)	Southcote Junction	15
Southcote Junction	Down Line	Coley Branch	10
Southcote Junction	Oxford Road Junction	Newbury	40
Southcote Junction (Basingstoke Branch)	All Branch Trains from 37m. 67m. to 38m. 8ch. through junction		30
Midgham	Down Trains over curve 46m. 50ch. to 47m. 10ch.		60
Newbury Racecourse	Down Line	Racecourse Station Loop	15
Newbury East Junction	Racecourse Station Loop	Down Line	15
Newbury East Junction	Didcot Branch	Down Line	10
Newbury Middle Box	Down Main	Down Platform Line	25
Newbury West Box	Down Platform Line	Down Main	25
Newbury Enborne Junction	Down Line	Winchester Branch	25
Hungerford	Down Trains over curve 61m. 40ch. to 62m. 0ch.		60
Reading West Junction	Oxford Road Junction (West Curve)	Main Line	25
	Main Line	Relief Line	20
Scours Lane Junction	Relief Line	Main Line	20
Tilehurst and Pangbourne Stations	Main Line between Tilehurst and Pangbourne (38m. 70ch. to 41m. 60ch.)		75
Pangbourne	Main Line	Relief Line	20
Goring and Streatley	Relief Line	Main Line	25
Cholsey	Main Line	Relief Line	20
Moreton Cutting	Relief Line	Main Line	35
	Main Line	Relief Line	35
Didcot East Junction	Relief Line	Main Line	20
	Main Line	Relief Line	40
	Relief Line	Northern Loop	40
	Newbury Branch	Main Line (Over connection West of Signal Box)	15

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations).

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY—*continued*			
	DOWN LINE—*continued*		
Didcot East Junction—*continued*	Newbury Branch	Main Line	15
	Newbury Branch	Bay Line	15
Didcot West End	Relief Line	Oxford Line	15
	Relief Line	Main Line	20
	No. 7 Platform Line	Oxford Line	15
	Bay Line	Main Line	15
Didcot, Foxhall Junction	West Curve	Relief Line	15
	Relief Line	Main Line	20
Didcot, West Curve	Ordnance Depot	West Curve	10
Didcot, North Junction (West Curve Junction).	Didcot	Oxford	25
Didcot North Junction	West Curve	Oxford	25
Radley	Abingdon	Oxford	10
	Main Line	Relief Line	25
Sandford	Relief Line	Main Line	25
Kennington Junction	Princes Risborough	Oxford	20
Oxford Station South	Main Line	Platform Line	15
Oxford Station	Passing over Scissors Crossover Road between Platforms		10
Oxford Station North	Platform Line	Main Line	15
Oxford North Junction	Oxford	Bicester Line	20
Wolvercot Junction	Oxford	Worcester	40
Yarnton Junction	Oxford	Fairford Branch	15
	Bicester Line	Yarnton	15
Aynho Junction	Oxford Line	Main Line	60
	UP LINE		
Aynho Junction	Main Line	Oxford Line	40
Kidlington	Blenheim Branch	Main Line	15
Yarnton Junction	Yarnton	Bicester Line	15
	Fairford Branch	Oxford	15
Wolvercot Junction	Worcester	Oxford	40
Oxford North Junction	Bicester Line	Oxford	20
Oxford Station North	Main Line	Platform Line	10
Oxford Station	Passing over Scissors Crossover Road between Platforms		10
Oxford Station South	Platform Line	Main Line	15
Kennington Junction	Main Line	Princes Risborough Branch	20
	Main Line	Relief Line	25
Sandford	Relief Line	Main Line	25
Didcot North Junction and Didcot East Junction	Up Northern Loop 53m. 65ch. to 52m. 77ch.		70
Didcot North Junction	Oxford	West Curve	25
Didcot, North Junction (West Curve Junction).	Oxford	Didcot	25
Didcot, West Curve	West Curve	Ordnance Depot	10
Didcot, Foxhall Junction	Main Line	Relief Line	20
	Relief Line	West Curve	15
Didcot West End	Oxford Line	No. 7 Platform Line	15
	Oxford Line	Relief Line	15
	Main Line	Relief Line	20
Didcot East Junction	Main Line	Newbury Branch	15
	Northern Loop	Relief Line	40*
	Relief Line	Main Line	40
	No. 7 Platform Line	Relief Line	15
	Newbury Branch	Bay Line	15
	Main Line	Relief Line	10
Didcot to Paddington	All Trains on Relief Line. All other permanent and temporary restrictions must be strictly observed.		60
Moreton Cutting	Main Line	Relief Line	35
	Relief Line	Main Line	35
Cholsey	Wallingford Branch	Relief Line	10
	Relief Line	Main Line	20
Goring and Streatley	Main Line	Relief Line	25
Pangbourne	Relief Line	Main Line	20
Pangbourne and Tilehurst Stations	Main Line between Pangbourne and Tilehurst (41m. 60ch. to 38m. 70ch.)		80
Scours Lane Junction	Main Line	Relief Line	20
Reading West Junction	Main Line	Oxford Road Junction (West Curve)	20
	Relief Line	Main Line	20
Hungerford	Up Trains over curve 62m. 0ch. to 61m. 40ch.		60
Newbury Enborne Junction	Winchester Branch	Up Line	25
Newbury West Box	Up Main Line	Up Platform Line	25
Newbury Middle Box	Up Platform Line	Up Main Line	25
Newbury East Junction	Up Line	Didcot Branch	15
Newbury East Junction	Up Line	Racecourse Station Loop	15
Newbury Racecourse	Racecourse Station Loop	Up Line	15
Midgham	Up Trains over curve 47m. 10ch. to 46m. 50ch.		60
Southcote Junction (Basingstoke Branch).	All Branch Trains from 38m. 8ch. to 37m. 67ch. through junction		30
Southcote Junction	Coley Branch	Up Line	10
Southcote Junction	Newbury	Oxford Road Junction	40
Reading Oxford Road Junction	Southcote Junction	Reading West Junction (West Curve)	15
Reading Oxford Road Junction	Southcote Junction	Reading Station	40
Reading Main Line West	Main Line	Main Platform Line	25
	Main Line	Relief Line	20
	Berks & Hants Line	Bay Lines Nos. 1, 2 and 3	15
	Berks & Hants Line	Main Line	40
	Berks & Hants Line	Relief Line	25
	Relief Line	Main Line	20
	Berks & Hants Line	Bay Line No. 5 over Down Relief	10
Reading General Station	Main Line	Through Station, 36m. 30ch. to 35m. 60ch	80

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations).

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY—*continued*			
	UP LINE—*continued*		
Reading Main Line East	Main Platform Line	Main Line	25
	Main Line	Relief Line	25
	Relief Line	Main Line	25
	Main Line	Southern Region	15
Reading Main Line East (Southern Region Branch Junction)	Up Main	Up Branch	20
	Up Branch	Up Loop	10
Reading Low Level (W.R. Junction)	W.R.	Southern Region	10
Twyford West	Henley Branch	Relief Line	10
Twyford Station	Main Line	Through Station, 31m. 10ch. to 30m. 60ch.	75
Twyford East	Relief Line	Main Line	25
Maidenhead West	Main Line	Relief Line	20
Maidenhead Middle	Wycombe Branch	Relief Line	10
Maidenhead East	Relief Line	Main Line	20
	Branch Platform Line	Relief Line	15
Taplow Station through Platforms between Up Home and Down Home Signals.	Trains over reverse curves in Relief Lines, 22m. 48ch. to 22m. 26ch.		45
Taplow	Relief Line	Main Line	20
Slough Trading Estate	W.R. Engines over Sidings		10
Slough West	Main Line	Relief Line	20
	Relief Line	Main Line	20
	Main Line	Bath Road Junction	10
Slough Middle	Windsor Branch	Main Line	15
	Windsor Branch	Relief Line	15
Slough Station between West End of Station and Middle Signal Box.	Trains over reverse curves in Relief Lines, 18m. 46ch. to 18m. 36ch.		40*
Dolphin Junction	Main Line	Relief Line	20
	Relief Line	Main Line	20
West Drayton West	Uxbridge Branch	Relief Line	10
West Drayton, between Underbridge beyond West End of Platforms and East Signal Box.	Trains over reverse curves in Relief Lines, 13m. 28ch. to 13m. 10ch.		30*
West Drayton East	Relief Line	Main Line	25
Hayes	Relief Line	Bay Line	15
	Bay Line	Relief Line	15
Southall West Junction	Relief Line	Main Line	20
Southall Station West	Main Line	Relief Line	15
Southall Station, between West and East Station Signal Boxes.	Trains over reverse curves in Relief Lines, 9¼ m.p. to 9 m.p.		45
Southall Station East	Brentford Branch Platform or Down Goods Line.	Up Main or Relief Line	10
Southall East Junction	Relief Line	Main Line	20
Southall East Junction to Hanwell Bridge.	Trains over Goods Loop	8m. 53ch. to 7m. 71ch.	10
Hanwell East End of Platforms	Trains over reverse curves in Relief Lines, 7m. 25ch. to 7m. 20ch.		40*
Hanwell	Relief Line	Greenford	15
West Ealing	Greenford	Relief Line	25
Longfield Avenue	Main Line	Relief Line	25
Ealing (Broadway) and Acton Stations	Main Line between Ealing Broadway and Acton, 5m. 56ch. to 4m. 21ch.		80
Acton East	Relief Line	L.M.R.	10
Acton Wells Junction (L.M.R.)	W.R.	L.M.R.	15
Friars Junction	Relief Line	Main Line	20
	Main Line	Relief Line	20
Old Oak Common West	Wycombe Line	Relief Line	40
	Relief Line	Main Line	40
Old Oak Common East	Relief Line	Victoria Branch	10
	Relief Line	Goods and Carriage Line	10
Ladbroke Grove Junction	Relief Line	Goods Line	15
	Main Line	Relief Line	35
	Trains crossing Main and Relief Lines to and from Engine and Carriage Lines		10
	Engine and Carriage Line	Main Line	15
	Relief Line	Main Line	35
Portobello Junction	Main Line	Relief Line	10
	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines.		10
Westbourne Park to Ranelagh Bridge (at East End of Royal Oak Station).	Trains over Main and Relief Lines through Westbourne Park Station and between that Station and Ranelagh Bridge.		30*
Subway Junction	Main Line	Relief Line	20
	Relief Line	Main Line	25
	Relief Line	Suburban Line	20
	Suburban Line	Goods Line	5
Royal Oak Station	Suburban Line	City Line	15
Paddington (Suburban Platform)	Trains to Met. Line not calling at Paddington Suburban Station while passing through Station must not exceed		5
	City Line	No. 16 Platform (West End)	15
	City Line	No. 15 Platform (West End)	15
	No. 16 Platform	Met. Line (East End)	15
	No. 14 Platform	Met. Line (East End)	10
Westbourne Bridge and Paddington Station.	All Trains over curves to and from Platforms		10*
OLD OAK COMMON WEST, WYCOMBE, BICESTER AND BANBURY			
	DOWN LINE		
Old Oak Common West 3m. 23ch. to 3m. 50ch.	Relief Line	Wycombe Line	40
	Goods Line	Wycombe Line	10
North Acton Junction	Wood Lane	Wycombe Line	20

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations).

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
OLD OAK COMMON WEST, WYCOMBE, BICESTER AND BANBURY—*continued*			
	DOWN LINE—*continued*		
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford Station East	Greenford South Junction	Main Line	25
	Main Line	Platform Line	25
Greenford Station West	Platform Line	Main Line	25
Northolt Junction East	W.R. Main Line	Relief Line	25
	E.R.	Main and Relief Lines	25
	(Through Facing and Trailing Junctions)		
West Ruislip (for Ickenham)	Relief Line	Main Line	25
Denham East	Uxbridge Branch	Main Line	25
	Main Line	Platform Line	20
Denham Station	Platform Line	Main Line	25
Gerrards Cross	Main Line	Platform Line	25
	Platform Line	Main Line	25
Beaconsfield	Main Line	Platform Line	25
	Platform Line	Main Line	25
High Wycombe South	Maidenhead Branch	Main Line	10
	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves, 16¼ m.p. to 17¼ m.p.		35*
High Wycombe Middle	Platform Line	Main Line	15
West Wycombe	Trains over curves between South End of Platforms and 18¾ m.p.		45
Saunderton to Princes Risborough	Main Line	23m. 30ch. to 23m. 70ch.	60
Princes Risborough South	Main Line	Platform Line	20
Princes Risborough North	All Trains over Scissors Crossover between Main and Platform Lines		15
	Platform Line	Main Line	25
	Main Line	Aylesbury Branch	15
	Platform Line	Oxford Branch	15
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Ashendon Junction	Haddenham	W.R. Main Line	50
Brill and Ludgershall	Main Line	Platform Line	25
	Platform Line	Main Line	25
Bicester North	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ardley	Main Line	Platform Line	25
	Platform Line	Main Line	25
Aynho Park Platform	End of Platform	Aynho Junction inclusive	60
	UP LINE		
Aynho Junction	Main Line	Oxford Line	40
Ardley	Main Line	Platform Line	25
	Platform Line	Main Line	25
Bicester North	Main Line	Platform Line	25
	Platform Line	Main Line	25
Brill and Ludgershall	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ashendon Junction	W.R. Main Line	Haddenham	60
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Princes Risborough North	Oxford Branch	Main Line	15
	Aylesbury Branch	Platform Line	15
	All Trains over Scissors Crossover between Main and Platform Line		15
	Main Line	Platform Line	25
Princes Risborough South	Platform Line	Main Line	20
West Wycombe	Trains over curve between 18¾ m.p. and South End of Platform.		45
High Wycombe Middle	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves	17¼ m.p. to 16¼ m.p.	35*
High Wycombe South	Platform Line	Main Line	20
	Platform Loop Line	Main Line	20
	Main Line	Maidenhead Branch	20
	Bay Line	Up Line Junction	10
Beaconsfield	Platform Line	Main Line	25
	Main Line	Platform Line	25
Gerrards Cross	Platform Line	Main Line	25
	Main Line	Platform Line	25
Denham Station Box	Main Line	Platform Line	25
Denham East	Platform Line	Main Line	25
	Main Line	Uxbridge Branch	25
West Ruislip (for Ickenham)	Main Line	Relief Line	25
	Relief Line	Main Line	25
Northolt Junction West	Main Line	Relief Line	25
Northolt Junction East	Relief Line	W.R. Main Line	25
	Main and Relief Lines	E.R.	35
	(Through Facing and Trailing Junctions)		
Greenford Station West	Main Line	Platform Line	25
Greenford Station East	Platform Line	Main Line	25
	Main Line	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
North Acton Junction	Wycombe Line	Wood Lane	20
Old Oak Common West	Wycombe Line	Relief Line, 3m. 50ch. to 3m. 23ch.	40
	Wycombe Line	Goods Line	10
WEST EALING AND GREENFORD BRANCH			
	DOWN LINE		
Between West Ealing and Greenford the speed at any point must not exceed			50
West Ealing	Relief Line	Greenford	20
Hanwell	Greenford	Relief Line	15
Drayton Green Junction	West Ealing	Greenford	20
	Hanwell	Greenford	20

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SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
WEST EALING AND GREENFORD BRANCH—*continued*			
	DOWN LINE—*continued*		
Between Drayton Green and Hanwell the speed at any point must not exceed			20
Greenford South Junction	Drayton Green	Greenford East Junction	15
Between South Greenford Halt and Greenford East Station.	Down Line	Bay Line	10
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford East Station	Greenford South Junction	Northolt	25
	UP LINE		
Between Greenford and West Ealing the speed at any point must not exceed			50
Greenford East Station	Northolt	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
Between Greenford East Station and South Greenford Halt.	Bay Line	Up Line	10
Greenford South Junction	Greenford East Junction	Drayton Green	15
Drayton Green Junction	Greenford	Hanwell	20
	Greenford	West Ealing	20
Hanwell	Relief Line	Greenford	15
Between Hanwell and Drayton Green the speed at any point must not exceed			20
West Ealing	Greenford	Relief Line	25
DENHAM AND UXBRIDGE (HIGH STREET) BRANCH			
Whole Branch	The speed at any point must not exceed		30
Denham East	Denham	Uxbridge	25
	Uxbridge	Denham	25
WATLINGTON BRANCH			
Whole Branch	The speed at any point must not exceed		30
Princes Risborough North	Watlington (Via Line at back of Down Platform)	Up Main or Up Platform Lines	5
PRINCES RISBOROUGH AND KENNINGTON JUNCTION			
	DOWN		
Princes Risborough North	Platform Line	Oxford	15
Between Princes Risborough and Wheatley the speed at any point must not exceed			60
Thame Station	Entering or leaving Station Loop		25
Wheatley	Loop Line	Single Line	25
Between Wheatley and Kennington Junction the speed at any point must not exceed			50
Kennington Junction	Princes Risborough (Junction leaving Single Line included)	Oxford	20
	UP		
Kennington Junction	Oxford	Princes Risborough	20
Between Kennington Junction and Wheatley the speed at any point must not exceed			50
Between Wheatley and Princes Risborough the speed at any point must not exceed			60
Wheatley	Loop Line	Single Line	25
Thame Station	Entering or leaving Station Loop		25
Princes Risborough North	Oxford	Main Line	15
	Oxford (Via Line at back of Down Platform)	Main or Platform Lines	5
AYLESBURY BRANCH			
Whole Branch	The speed at any point must not exceed		40
Princes Risborough North	Down Main	Aylesbury	15
	Aylesbury	Up Platform	15
From 49m. 15ch. to 49m. 32ch.	All Down Trains		30
Aylesbury Junction	Aylesbury	Princes Risborough	20
	Princes Risborough	Aylesbury	20
	Princes Risborough	Down Loop	20
	Down Loop	Down Aylesbury Line	20
BRENTFORD BRANCH			
Whole Branch	The speed at any point must not exceed		30
Brentford Station	Down Line (Through Facing Crossover Road)	Up Line	10
STAINES BRANCH			
	DOWN LINE		
Whole Branch	The speed at any point must not exceed		40
West Drayton	Bay	Uxbridge Line	5
	Relief Line	Uxbridge Line	10
West Drayton	13m. 22ch. to 13m. 39ch. over curves		10
West Drayton	Uxbridge Branch Junction	Bridge under Main Lines	20
Yeoveney	18¾ m.p. to	Staines Station	40
	UP LINE		
Whole Branch	The speed at any point must not exceed		40
Staines	Staines Station to	18¾ m.p.	40
Colnbrook Loop Line	All Trains over Loop		20
West Drayton	Bridge under Main Lines Uxbridge Branch Junction		20
West Drayton	13m. 39ch. to 13m. 22ch. over curves		10
West Drayton	Uxbridge Line	Relief Line	10
	Uxbridge Line	Bay	5
UXBRIDGE (VINE STREET) BRANCH			
Whole Branch	The speed at any point must not exceed		45
West Drayton West	Bay	Uxbridge	5
	Down Relief	Uxbridge	10
	Uxbridge	Bay	5
	Uxbridge	Up Relief	10
West Drayton	All Up and Down Trains between 13m. 22ch. and 13m. 42ch.		10

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations)

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
WINDSOR BRANCH			
	DOWN LINE		
Whole Branch	The speed at any point must not exceed		50
Slough Middle	Relief Line	Main Line	10
	Main Line	Windsor	10
Bath Road Junction	Slough	Windsor	30
	Windsor	Slough West Junction	20
Slough West	Bath Road Junction	Avoiding and Main Lines	10
	Main Line	Relief Line	20
Trains over curves between Thames Bridge and Windsor, 20m. 60ch. to 21 m.p.			35
Windsor & Eton Central	Down Line	Platform Lines	10
	UP LINE		
Whole Branch	The speed at any point must not exceed		50
Trains over curves between Windsor & Eton Central and Thames Bridge, 21 m.p. to 20m. 60ch.			35
Slough West	Relief Line	Main Line	20
	Main Line	Bath Road Junction	10
Bath Road Junction	Slough West Junction	Windsor	20
	Windsor	Slough	25
Slough Middle	Windsor	Windsor Bay	5
	Windsor	Main Line	15
	Windsor	Relief Line	15
HENLEY-ON-THAMES BRANCH			
Whole Branch	The speed at any point must not exceed		50
Twyford West	Down Relief	Henley	10
	Henley	Up Relief	10
Henley-on-Thames	Down Line	Nos. 1, 2 and 3 Platforms	10
	Nos. 1 and 2 Platforms	Up Line 35m. 40chs. to 35m. 29ch.	10
MAIDENHEAD AND HIGH WYCOMBE			
	DOWN LINE		
Whole Branch	The speed at any point must not exceed		50
Maidenhead Middle	Relief Line	High Wycombe	10
Maidenhead Middle (24m. 33ch. to 24m. 51ch.)	Wycombe Branch Junction	Grenfell Road Overbridge	25
Cookham Station Loop	Maidenhead	High Wycombe	20
Bourne End Junction	Marlow	High Wycombe	5*
Bourne End Station Loop	Maidenhead	High Wycombe	25
Loudwater Down Platform Loop	Maidenhead	High Wycombe	15
High Wycombe South	Maidenhead Branch Junction	Down Main	10
	Maidenhead Branch Junction	Bay or Goods Yard	15
	Main Line	Platform Line	20
	UP LINE		
Whole Branch	The speed at any point must not exceed		50
High Wycombe South	Up Main	Maidenhead	20
	Up Platform	Maidenhead	20
Bourne End Station Loop	High Wycombe	Maidenhead	15
Bourne End Junction	High Wycombe	Marlow Branch	5
Maidenhead (24m. 51ch. to 24m. 33ch.)	Grenfell Road Overbridge	Wycombe Branch Junction	25
Maidenhead Middle	High Wycombe	Up Relief or Up Branch Platform	10
MARLOW BRANCH			
Whole Branch	The speed at any point must not exceed		40
	'Red' group engines at any point must not exceed		20
Bourne End	All roads to and from Marlow between Bourne End Station and Up Marlow Branch Home Signal (except 14XX class engines)		5*
	All roads to and from Marlow between Bourne End Station and Up Marlow Branch Home Signal (14XX class engines only)		10
WALLINGFORD BRANCH			
Whole Branch	The speed at any point must not exceed		30
Cholsey	Up Relief	Wallingford	10
	Wallingford	Up Relief	10
Cholsey	All Up and Down Trains between 10ch. and 25ch.		25
ABINGDON BRANCH			
Whole Branch	The speed at any point must not exceed		40
Radley	Abingdon	Down Line	10
Radley	All Up and Down Trains between 57ch. and 71ch.		25
BLENHEIM AND WOODSTOCK BRANCH			
Whole Branch	The speed at any point must not exceed		15
Kidlington	Main Line	Blenheim	10
	Blenheim	Main Line	15
OXFORD AND WORCESTER LINE			
Wolvercot Junction	Oxford	Worcester	40
	Worcester	Oxford	40
Yarnton Jn. (Oxford Banbury Road Jn.)	Yarnton	Bicester	15
	Bicester	Yarnton	15
OXFORD AND BICESTER LINE			
Between Oxford Station and Bicester (London Road) the speed at any point must not exceed			50
Between Bicester (London Road) and Oxford Station the speed at any point must not exceed			50

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
WITNEY AND FAIRFORD BRANCH			
Whole Branch	The speed at any point must not exceed		40
Yarnton Junction (Witney Junction)	Oxford	Fairford	15
	Fairford	Oxford	15
Eynsham	Oxford	Fairford	15
	Fairford	Oxford	15
Witney Station	Oxford	Fairford	15
	Fairford	Oxford	15
Brize Norton and Bampton	Oxford	Fairford	15
	Fairford	Oxford	15
Carterton	Oxford	Fairford	15
	Fairford	Oxford	15
READING GENERAL AND BASINGSTOKE			
Southcote Junction	All Down and Up Branch Trains between 37m. 67ch. and 38m. 8ch. through junction.		30
COLEY BRANCH			
Southcote Junction and Reading Central	Either direction. Speed at any point must not exceed		15
DIDCOT AND WINCHESTER CHESIL			
Between Didcot East Junction and Newbury East Junction the speed of trains in either direction must not exceed 50 miles per hour at any point. The speed must be further restricted as shown below:—			
	DOWN LINE		
Didcot East Junction	Down Relief	Down Main	20
Didcot East Junction	Down Main	Down Relief	40
Didcot East Junction	Down Relief	Down Northern Loop	40
Didcot East Junction	Newbury Branch	Down Main	15
Didcot East Junction	Newbury Branch	Bay Line	15
Didcot East Junction	Newbury Branch (Over connection West of Signal Box)	Down Main	15
Didcot, Didcot and Newbury Branch from 17m. 20ch. to 16m. 60ch.	Speed of all Down Trains must not exceed		30
Newbury East Junction	Down Branch	Down Main	10
Enborne Junction	Down Main	Winchester Branch	25
	UP LINE		
Enborne Junction	Winchester Branch	Up Main	25
Newbury East Junction	Up Main	Didcot Branch	15
Didcot, Didcot and Newbury Branch from 16m. 60ch. to 17m. 20ch.	Speed of all Up Trains must not exceed		30
Didcot East Junction	No. 7 Platform Line	Up Relief	15
Didcot East Junction	Up Relief	Up Main	40
Didcot East Junction	Up Northern Loop	Up Relief	40
Didcot East Junction	Up Main	Newbury Branch	15
Didcot East Junction	Up Main	Up Relief	10
NEWBURY AND LAMBOURN			
The speed of Passenger Trains and Rail Cars over this Branch in both directions must not exceed at any point			30
The speed of Goods Trains over this Branch must not exceed at any point			15
Between 0m. 42ch. and 1m. 73ch.	Speed of all Down and Up Passenger Trains must not exceed		20
Between 8m. 75ch. and end of Branch	Speed of all Down and Up Diesel Cars must not exceed		30
Welford Park	Down Line through Station Loop		15
WEST LONDON AND WEST LONDON EXTENSION LINE			
North Acton Junction	Up Wycombe	Up Wood Lane Line	20
North Acton Junction	Down Wood Lane Line	Down Wycombe	20
North Acton—Viaduct Junction	The speed of Up and Down Trains between North Acton and Viaduct Junction must not exceed 40 miles per hour.		
Wood Lane Ground Frame	North Acton Line (In each direction)	Wood Lane Milk Depot	5
North Pole Junction	Old Oak Common (In each direction)	West London Line	30
North Pole Junction	West London Line (In each direction and over curve between Junction and Carriage Sidings)	North Pole Loop for West London Carriage Sidings	10
Viaduct Junction	Up North Acton Line	Up West London	20
Viaduct Junction	Down West London	Down North Acton Line	20
Kensington North Main	Main Lines (In each direction)	Sidings (Up and Down)	10

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—*continued*

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
WEST LONDON AND WEST LONDON EXTENSION LINE—*continued*			
Kensington North Main	Up Main Line	Up Platform Line	15
Kensington South Main	Up Main Line	Up Platform Line	10
	(In each direction—through Scissors Crossing)		10
Kensington South Main	Down Platform Line	Down Main Line	10
Kensington South Main	Up Platform Line	Up Main Line	10
Kensington South Main	Down Main Line	Down Platform Line	10
Lillie Bridge Sidings	Shunting or Running	Not to exceed	10
Lillie Bridge Box	Down Line	Down Loop	10
Battersea River Bridge—Chelsea end	Thames Bridge	Chelsea Dock Junction	30
	(In each direction)		
Latchmere Junctions	Main Line to Southern Region	No. 2 Branch	15
	Main Line to Southern Region	No. 1 Branch	
	(In each direction)		
Over No. 2 Branch	Latchmere Junction	Clapham Junction ('A')	20
Over No. 1 Branch	Latchmere Junction	Clapham Junction ('B')	30
Clapham Junction Station, W.L.	Falcon Road Bridge (north side)	Through Station	10
	(In each direction)		
Clapham Junction Station, W.L.	Ingoing Line–through Scissors Crossing	No. 16 Platform	5
Clapham Junction Station, W.L.	No. 17 Platform	Down Line—through Scissors Crossing	10
Longhedge Junction	West London Line	Southern Region	10
Longhedge Junction, W.L.	West London Line	Factory Junction, S.R.	15
	(In each direction)		
Longhedge Junction, W.L.	West London Line	Victoria, S.R.	10
	(In each direction)		
Longhedge Junction, S.R. (Eastern Section).	Longhedge Junction Box	Queen's Road Bridge	10
	(Over curve—in each direction)		
Longhedge Junction, S.R. (Central Section).	Longhedge Junction Box	Queen's Road Bridge	15
Longhedge Junction, S.R. (Central Section).	Queen's Road Bridge	Longhedge Junction Box	10
	(Over curve)		
Stewarts Lane Junction, S.R. (Eastern Section).	West London Line	Victoria	15
	(In each direction)		
Battersea Pier Junction	'Out' Main to	Stewarts Lane L.L. Line	15
Victoria Carriage Sidings	'Out' Main to	'Out' Slow Line	15
Victoria Carriage Sidings	Grosvenor Road	Victoria, S.R. (Eastern Section)	5
	(On both Up Main and Up Metropolitan Roads)		

Special care must be taken by Drivers with **Western Operating Area Wide Stock**, i.e. 9 feet 5¾ inches or 9 feet 7 inches stock, or both, not to exceed **5 miles per hour** over the **curves** at Kensington (Olympia) Station.

NORTH ACTON JUNCTION AND VIADUCT JUNCTION STEAM LINE

LIST OF GRADIENTS AND DISTANCES

	Ruling Gradient 1 in	Length in chains
UP LINE		
North Acton Junction 0m. 0chs. to North Acton Station 0m. 22chs.	109 F.	7
North Acton Station 0m. 22chs. to East Acton Station 0m. 78chs.	70 F.	5½
East Acton Station 0m. 78chs. to Wood Lane Bridge 1m. 76chs.	101 F.	17¼
Wood Lane Bridge 1m. 76chs. to Viaduct Junction 2m. 23chs.	90 R.	21
DOWN LINE		
Viaduct Junction 2m. 23chs. to Wood Lane Bridge 1m. 76chs.	90 F.	21
Wood Lane Bridge 1m. 76chs. to East Acton Station 0m. 78chs.	101 R.	17¼
East Acton Station 0m. 78chs. to North Acton Station 0m. 22chs.	70 R.	5½
North Acton Station 0m. 22chs. to North Acton Junction 0m. 0chs.	109 R.	7

ENGINE RESTRICTIONS--ROUTE AVAILABILITY

B.R. STANDARD ENGINES

Class 9F (2–10–0) (92XXX) (including Franco-Crosti).—May work over running lines subject to the observance of the prohibitions and restrictions given below. The engines will be classified 'Blue' but will be restricted to a speed of 50 m.p.h. over 'Blue' routes:—

'Double Red' and 'Red' Routes	As for 2–8–0 28XX and 47XX Class engines.
'Blue' Routes	As for 2–8–0 28XX engines. SPEED NOT TO EXCEED 50 m.p.h.
'Dotted Blue' Routes	As for 2–8–0 28XX Class engines. SPEED NOT TO EXCEED 25 m.p.h.
'Yellow' and 'Uncoloured' Routes	Prohibited.

Prohibited from working in either direction between:—

(1) Didcot Foxhall Junction and Didcot North Junction via Didcot West Curve.

(2) Didcot Station West End and Didcot West Curve.

Newly constructed engines of this class when working from Swindon Works to Banbury (for E.R.) to run via Didcot East Junction to Didcot Shed to turn, thence via the Down Northern Loop.

Class 8 (4-6-2) (71XXX)—As for 'King' class.

Class 7 (4-6-2) (70XXX)—As for 'Castle' class.

Class 5 (4-6-0) (73XXX)—**Prohibited** on all 'Blue', 'Yellow' and 'uncoloured' routes. **Restrictions**—As for WR 4-6-0 49XX ('Hall') Class Engines.

Class 4 (4-6-0) (75XXX)—As for 'Manor' class.

Class 4 (2-6-0) (76XXX)—Permitted Reading General to Latchmere Junction via North Acton Junction or Old Oak Common, subject to observance of service restrictions.

Class 4 (2-6-4T) (80XXX)—**Prohibited** on all 'Yellow' and 'uncoloured' routes. **Restrictions**—As for 'Blue' engines.

Class 3 (2-6-2T) (82XXX)—Prohibited on all 'uncoloured' routes. Engines numbered 82030 and 82035–82044 when working over 'Yellow' or specially authorised 'Uncoloured' routes must not be coupled to another engine of the same class.

Class 2 (2-6-0) (78XXX)—These locomotives are in the 'Uncoloured' group for engine route purposes.

ENGINE RESTRICTIONS—*continued*

EASTERN REGION ENGINES permitted to work between the following point on running lines only, subject to observance of service restrictions.

Class B1 (4-6-0).
Paddington to Birmingham via Bicester.
Kensington (Olympia) to North Acton Junction via Wood Lane.
Kensington (Olympia) to Old Oak Common Shed and North Pole Junction.
Acton and Windsor and over Triangle at Slough.
Oxford North Junction and Radley.
High Wycombe to Maidenhead via Bourne End.
Maidenhead to Windsor via Slough West Curve.
Bourne End and Marlow at speeds not exceeding 20 m.p.h.

Class B2 (4-6-0).
Acton and Windsor and over Triangle at Slough.

Class B17 (4-6-0).
High Wycombe and Windsor and over Triangle at Slough and into Slough Motive Power Depot.

Class J15.
Princes Risborough and Watlington.

Class J20 (0-6-0).
Banbury and Didcot.
Oxford Road Junction L.M.R. to Oxford Shed via Yarnton.

Class J50 (0-6-0).
North London Bank. Acton East to Acton Wells Junction.

Class V2 (2-6-2).
Permitted to work between Paddington and Saltney Junction via Bicester, subject to strict observance of service restrictions and the stipulations applicable to 'King' class engines. Also between Didcot and Aynho Jn. **in cases of emergency** subject to the same conditions as 'King' class engines.

SOUTHERN REGION ENGINES.

'Battle of Britain' and 'West Country' classes permitted to work between Reading New Junction and Oxford, subject to strict observance of service restrictions. 'West Country' class engines may work between Reading and Latchmere Junction, subject to the same conditions as apply to Western Region 'Castle' class engines. S.R. 'Lord Nelson' Class 4–6–0 locomotives may be permitted to work between Latchmere Jn. and Kensington (Olympia) subject to the observance of service restrictions and the following stipulations:—

1. Speed not to exceed 50 m.p.h. throughout.
2. Speed not to exceed 10 m.p.h. when crossing the Thames river bridge at Battersea.

'West Country' 4–6–2 locomotives (except No. 34005) may work over the section Newbury to Didcot via Compton, subject to the following restrictions:—

End of London Engineering District (0m. 3½ch. on Winchester Branch) to Enborne Junction
Maximum speed not to exceed 20 m.p.h.

Didcot East Junction to Newbury East Junction
Maximum speed not to exceed 40 m.p.h. Speed on Up line between Hampstead Norris and Compton (8m. 56½ch. to 9m. 7ch.) not to exceed 20 m.p.h.

All other normal service restrictions to be strictly observed.

The following engines of the 'West Country' and 'Battle of Britain' classes have been rebuilt increasing the axle loads which restricts their availability on the Western Region to 'Dotted Red,' 'Red' and 'Double Red' routes:—

34001	34013	34022
34003	34014	34025
34004	34016	34026
34005	34017	34027
34012	34021	34037

Class N (2-6-0)
Class U (2-6-0)
Class N1 (2-6-0)
Permitted to work between Reading and Latchmere Jn. via either North Acton or Old Oak Common, subject to strict observance of service restrictions.

Class S15 (4-6-0)—Permitted to work between Reading and North Acton or Old Oak Common, subject to strict observance of service restrictions, but prohibited between North Acton or Old Oak Common and Latchmere Jn.

Class H2 (4-4-2)
Class K (2-6-0)
Permitted to work between Latchmere Junction and High Wycombe via North Acton; High Wycombe and Maidenhead via Bourne End; Maidenhead and Latchmere Junction via Slough and Old Oak Common East (including Slough Triangle and Slough M.P. Depot), subject to strict observance of service restrictions.

Class N15 (4-6-0).
Permitted to work over the West London Line subject to the observance of service restrictions.

Class V (4-4-0).
Permitted to work over the West London Line subject to a maximum overall speed of 50 m.p.h. and the strict observance of any lower speed restrictions which may be in force.

LONDON MIDLAND REGION ENGINES

Ex L.M. Class 5 locomotives (Diagram ED No. 178) may be permitted to work between Newbury and Didcot via Compton subject to the restrictions applicable to W.R. 4–6–0 (49XX) Class locomotives.

Ex L.M. Class 2 (2–6–0) (465XX)
The route availability is the same as that for B.R. Standard Class 2 (2–6–0) (78XXX) engines.

PADDINGTON TO STEVENTON. Route Colour—'Double Red.'

All types of Western Region Engines are permitted subject to the following stipulations:—

60XX ('King') B.R. Standard Class 8 (4–6–2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main, Relief and Platform Passenger Lines and connecting crossovers, also over the engine and carriage lines between Paddington and Old Oak Common, into Paddington Goods Depot, and—in cases of emergency—over recognised engine lines to and from engine sheds *en route*.

The under-mentioned Goods Running Loops may also be utilised, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King') and B.R. Standard Class 8 (4–6–2) (71XXX) engines and the Gas Turbine must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised goods running loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and two steam engines should not be coupled chimney to chimney.

		m.	c.	m.	c.
Dawley	Up Loop	12	7¾	11	1¾
Farnham Road	Up Loop	19	35¾	19	0
Maidenhead	Down Loop	24	25¾	24	60¾
Ruscombe	Down Loop	29	22¾	29	55¾
Reading to Scours Lane Jct.	Down Loop	35	36¼	37	60
Scours Lane Jct. to Reading	Up Loop	37	60	35	36¼
Foxhall Jct. to Steventon	Down Loop	53	66	56	20
Steventon to Foxhall Jct.	Up Loop	56	20	53	55

ENGINE RESTRICTIONS—*continued*

PADDINGTON TO STEVENTON—*continued*

The following lines and triangles (Passenger Running Lines only) are also authorised for 60XX ('King') B.R. Standard Class 8 (71XXX) and Gas Turbine Locomotive No. 18000.:—

West Ealing to Greenford.
West Ealing Triangle via Drayton Green.
Greenford Triangle via Greenford East Loop.
Reading Triangle via Reading West Curve.
Didcot Triangle via Didcot East and West Curves.
To and from Southern Region via New Junction and Old Incline Junction at Reading.

The following restrictions apply in sidings in respect of the engines authorised over the route:—

Stations	Connections and Sidings	Engines Prohibited
Paddington (Main)	Platform Lines Nos. 11 and 12	Gas Turbine No. 18000.
Paddington (Suburban)	All	All except 14XX, 22XX, 54XX, 61XX, 84XX, 87XX, 94XX and 97XX. These engines must be fitted with A.T.C. clip-up apparatus. Note.—Engines must be fitted with trigger cock apparatus. (See page 58 of the Appendix to the W.T.T.).
Paddington (Parcels Depot)	Griffith Siding	Diesel car No. 34 permitted at slow speed.
Westbourne Park (Alfred Road Depot)	All	60XX.
	Roads Nos. 6 and 7	All 4-6-0 and 2-8-0 47XX (2-6-0 43XX permitted).
	New Shed	4-6-0 ('Castle') and 49XX ('Hall') permitted.
	Platform	2-6-0 (43XX) permitted over Nos. 6 and 7 roads in Depot.
	Road No. 8.—Over curve from Weighbridge to Mercers' Warehouse.	All except 0-6-0T.
Westbourne Park (Kensal Green)	Gas Light & Coke Sidings	All.
Old Oak Common	Sub-station Siding	All except 0-6-0T.
West Ealing	Co-operative Milk Co.'s Sidings	All except 2-6-0, 43XX and all 0-6-0 types, and tank engines of classes 2-8-0, 2-8-2, 0-6-2, 0-6-0, 0-4-2, 2-6-2.
	Meadowland Milk Co.'s Siding	All except 0-6-0T.
Southall	Poulton & Noel's Siding	All *except* 0-6-0–T.
	Gas Works Sidings	All *except* 0-6-0–T up to stop boards. All engines beyond stop boards.
	Glebe Siding, with connections to:— Scott's Emulsion Siding Tickler's Siding Crown Cork Siding Kearley & Tonge's Siding	All *except* 0-6-0T.
Hayes	Creosoting Yard, all Sidings	All *except* 0-6-0T.
	Goods Yard No. 12 Road Turn-out at 10m. 62ch. Goods Yard No. 10 Road Turn-out at 10m. 65ch. Down Siding No. 2 Turn-out at 10m. 60ch. Down Siding No. 5 Turn-out at 10m. 65ch.	All 4-6-0 and 2-8-0 47XX.
	R.O.D. Sidings	All *except* 0-6-0T up to board. All engines beyond stop board.
	Crow Catchpole Sidings	All *except* 0-6-0T.
	Crow Catchpole new Loop to Rotary Tippler	All engines.
	B.E.T. Co.'s Sidings Gramophone Co.'s Sidings	All *except* 2-6-2T 61XX and 0-6-0T.
	Nestle's Sidings	All *except* 0-6-0T.
	De Salis (MacAlpine) Sidings	All.
For restrictions on Diesel Electric Shunting Engines see page 200.		
West Drayton	Power Plant Co.'s Sidings	*All except* 0-4-2T 14XX Class which may work only at slow speed. No permitted engine to proceed beyond wheel stop.
	Roads Reconstruction Co.'s Sidings	All *except* 2-6-0, 2-6-2T and 0-6-0T up to stop board. All *except* 0-6-0T 57XX beyond stop board.
	Bay Line	4-6-0 60XX 4-6-2 B.R. Standard Class 8 2-8-0 47XX
Langley	High Duty Alloys' Sidings	All engines beyond stop board.
	Stacey's Saw Mills Siding	All 4-6-0 and 2-8-0 47XX.
	Brickworks' Connection	All engines beyond board.
	Starch Products' Siding	All *except* 2-6-0, 2-6-2T and 0-6-0T.
Slough	Gas Sidings	All engines.
	G. P. Peter's Sidings Horlick's Sidings I.C.I. Sidings	All *except* 0-6-0T.
	Permanent Way Depot (Through Line and Cripple Siding)	All engines *except* 0-6-0T, 61XX.
For restrictions on Diesel Electric Shunting Engines see page 200.		
Taplow	Webster's Siding Wood's Siding Lent Rise Siding Down Bank Siding	All *except* 0-6-0T 57XX and 2-6-2T 61XX.
	Ballast Pit Siding	All *except* 0-6-0T, 0-6-2T, 0-4-2T
For restrictions on Diesel Electric Shunting Engines see page 200.		

ENGINE RESTRICTIONS—*continued*

Station	Connections and Sidings	Engines Prohibited
PADDINGTON TO STEVENTON—continued		
Maidenhead	Messrs. Cox's Sidings	All *except* 0-6-2T and 2-6-2T 61XX.
Twyford	Back Road Siding Up Side Sidings and Connections	All 4-6-0 and 2-8-0T 47XX.
For restrictions on Diesel Electric Shunting Engines see page 200.		
Twyford (Sonning)	C.E.B. Sidings (Down Side) C.E.B. Power Station Sidings (Up Side)	All 4-6-0 and 2-8-0 47XX. All engines beyond stop board.
Reading General	Loops to Huntley & Palmer's Sidings	0-6-0T (16XX), also all engines beyond stop board.
	Coal Yard Sidings Fish Dock Siding Reading Triangle Tip Siding No. 2, Turnout, 36m. 44ch. Down Old Yard, No. 10 Siding, at 36m. 67c. Turn-out from No. 1 to No. 2 Shunt Spur at 37m. 12ch.	All 4-6-0 and 2-8-0 47XX.
For restrictions on Diesel Electric Shunting Engines see page 200.		
Goring & Streatley	Gatehampton Ground Frame	'Red' Group.
Didcot	Rich's Siding	Beyond gate. *All except* 'Yellow' and 'Uncoloured' engines. All engines beyond stop board.
	Provender Siding	All *except* 0-6-0T.
	D.N. & S. Bay Lines	—
	Horse Dock Spur	2-8-0 47XX and all 4-6-0
	West Bay Line	—
	No. 7 Platform Line	—
Didcot (Ordnance and Aircraft Depots)	Passenger Lines in Depots (to end of **D.5 Shed** Passenger Platform only).	10XX, 47XX and 60XX. All permitted engines subject to 10 m.p.h. speed restriction.
	All other Lines and Sidings in Depots	All *except* 'Yellow' and 'Uncoloured' engines. All permitted engines subject to 10 m.p.h. speed restriction.
	Hump Sidings	4-6-0 60XX 'King' and 4-6-2 B.R. Standard Class 8. All permitted engines may run round their trains via the Ordnance Depot Lines subject to a maximum speed of 10 m.p.h. The route to be taken is:— Via No. 1 Road alongside Hump Sidings. Then reverse along No. 1 Gulley Road. Return to Hump Sidings via W.D. Marshalling Yard.
Steventon	—	For particulars of prohibitions see **Section B** of the Working Time Tables.

OLD OAK COMMON TO BANBURY Route Colour—'Double Red.'

All types of Western Region Engines are permitted subject to the following restrictions:—
60XX ('King') B.R. Standard Class 8 (4–6–2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Platform Passenger Lines and connecting crossovers.

The following Lines and Triangles, etc. (Passenger Running Lines only) are also authorised for 60XX ('King') B.R. Standard Class 8 (4–6–2) (71XXX) engines and Gas Turbine Locomotive No. 18000:—

West Ealing to Greenford.
West Ealing Triangle via Drayton Green.
Greenford Triangle via Greenford East Loop.

60XX ('King') B.R. Standard Class 8 (4–6–2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may, in emergency and subject to maximum speed of 5 m.p.h., work over the following Goods Running Loops between Banbury and Astrop:—

Up .. 85m. 74½ch. to 84m. 8ch.
Down .. 84m. 8ch. to 85m. 74ch.
and the new Down Reception Loop.

The following restrictions apply in Sidings in respect of the engines authorised over the route:—

Park Royal	Waring's Siding Guiness' Siding Trading Estate Sidings Guiness' Sidings:— Reception and Branch Sidings	All *except* 0-6-0T. All *except* 0-6-0T, 20XX, 21XX, and 57XX. All *except* 0-6-0T 20XX, 21XX.
Greenford	Sanderson's Siding Up Side Spur Siding, 7m. 68ch. Lyons' Sidings British Bath Co.'s Sidings	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines. All *except* 0-6-0T.
High Wycombe	Gomme's Siding Bellfield Siding	All *except* 0-6-0T. 0-6-0T (16XX), also all 4-6-0 and 2-8-0 47XX, up to stop board. All engines beyond stop board.
	Back Road, New Yard, 16m. 72ch.	All engines.

For restrictions on Diesel Electric Shunting Engines see page 200.

ENGINE RESTRICTIONS—continued

Station	Connections and Sidings	Engines Prohibited
PADDINGTON TO STEVENTON—continued		
Blackthorn	Cattle Pen Siding from Birmingham end of Cattle Pens to stop block.	10XX, 60XX, 68XX, 78XX.
Bicester North	Cattle Pen Siding from London end of Cattle Pen to stop block.	10XX, 60XX, 68XX, 78XX.
Ardley	Cattle Pen Siding from top of ramp of Up Passenger Platform to stop block.	10XX, 60XX, 68XX, 78XX.
Banbury	Passenger Station—Up Bay, South End, from a point 300 ft. from Station buildings to stop block.	10XX, 60XX, 68XX, 78XX.
	Passenger Station—North End, from a point 150 ft. from Station buildings to stop block.	10XX, 60XX, 68XX, 78XX.
	Passenger Station—Crossover Road, 'Tank' Road to Up Bay.	All 4-6-0 engines.
	Passenger Station—Horse Box Siding, Down Side, Birmingham end of Station.	All 4-6-0 engines.
	Goods Yard—Wagon Turntable	All engines.
	Local Goods Yard—Local Yard to Spur ..	72XX. All 4-6-0 engines. 2-8-0 ('Austerity').
	Hump Yard—Hump to Nos. 4, 6, 18 and 19 Roads.	All 4-6-0 engines.

DIDCOT NORTH JUNCTION TO YARNTON AND AYNHO JUNCTION Route Colour—'Red.'

All classes of Western Region Engines are permitted except 60XX ('King') and Gas Turbine Locomotive No. 18000. Gas Turbine Locomotive No. 18000 may work between Didcot and Oxford subject to the observance of service restrictions and 'King' Class Engines may work between Didcot and Aynho Junction **in cases of emergency,** and may travel light between Wolverhampton (Stafford Road) and Swindon Factory (or vice versa) via this route, subject to the observance of the following stipulations:—

1. Speed not to exceed 60 m.p.h. throughout.

2. Speed not to exceed 20 m.p.h. when passing over the following bridges:—

Bridge	Mileage	Nearest Station
River Isis Bridge	62m. 79ch.	Oxford
Sheepwash Bridge	63m. 48ch.	North end of Oxford Station
River Cherwell	69m. 60ch.	Bletchington
Oxford Canal	70m. 21ch.	Bletchington
Oxford Canal	71m. 18ch.	Bletchington
River Cherwell	71m. 47ch.	Bletchington } Actually one
River Cherwell	71m. 48½ch.	Bletchington } bridge
River Cherwell	71m. 75ch.	Bletchington
River Cherwell ..	73m. 61ch.	Heyford
Flood Bridge	75m. 34ch.	Heyford
Flood Bridge	75m. 39ch.	Heyford

3. All permanent and temporary speed restrictions to be strictly observed.

The following restrictions apply in Sidings in respect of the engines authorised over the route:—

Station	Connections and Sidings	Engines Prohibited
Radley	Connection leading to Loading Dock, Back Road, Oxford end.	All 4-6-0 and 2-8-0 47XX.
Oxford	Oxford Gas Sidings	All engines beyond stop board.
Bletchington	Cement Co.'s Sidings	All engines beyond stop board.
	Connection from Up Main to Up Sidings, Wolverhampton end of Station.	2-8-0 47XX.
Fritwell & Somerton	Up Main to Cattle Pens, through points No. 18.	2-8-0 47XX.
	Down Main to Yard, Wolverhampton end of Station.	2-8-0 47XX.

The following engines may be permitted to work between Banbury and Oxford subject to the observance of service restrictions

Ex L.M.S.
4.F (0–6–0)
4 (2–6–0)
6 P/5 F (2–6–0) Parallel boiler
7.F (0–8–0) G/Z and G/ZA

B.R. Standard
4 (2–6–0).

The class 7.F (0–8–0) G/Z and G/ZA engines must not exceed a speed of 30 m.p.h.
The ex L.M.S. class 6 P/5 F (2–6–0) taper boiler engines are not permitted to work between Banbury and Oxford.

READING GENERAL TO BEDWYN—Route Colour—'Double Red.'

Permitted Engines.—All classes subject to the following stipulations:—

60XX ('King') B.R. Standard Class 8 (4–6–2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over crossover roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency. The undermentioned Goods Running Loops only may be utilised, subject to a speed restriction of 5 miles per hour. In such circumstances 60XX ('King' and B.R. Standard Class 8 (4-6-2) (71XXX) engines must not be assisted by any other engine:—

		M	C	M	C
Newbury East to Newbury Middle	No. 1 Down Loop	52	51¾	52	75
	No. 2 Down Loop	52	51¾	52	75

ENGINE RESTRICTIONS—*continued*

LOCAL RESTRICTIONS

Reading General	—	For particulars of prohibitions see page 195.
Theale	Tobacco Factory Siding	All engines beyond stop board.
	Sand and Gravel Co.'s Siding	All *except* 0-6-0T engines.
Aldermaston	Asiatic Oil Co.'s Sidings	All engines beyond stop board.
Thatcham	Cropper's Sidings	All engines beyond stop board.
	Admiralty Sidings	
	War Department Sidings	
Newbury	Gas Siding Turnout at 52m. 60ch. ..	All 4-6-0 and 2-8-0 47XX.
	Old Petrol Siding turnout at 52m. 61ch.	For restrictions to Diesel Shunting engines, see page 200.
	Loop Siding, Up side at 52m. 61ch. ..	

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Paddington (Suburban) to Smithfield Depot.	—	0-6-0T engines Nos. 9700–9710, fitted with condenser.	—
Paddington to Kensington via West London and North Pole Junction	'Red' ..	All *except* 60XX and 2-8-0 47XX ..	—
H. & C. Line (Westbourne Park to Hammersmith) via Crystal Palace Loop.	—	0-6-0 22XX	—
Acton Yard to Acton Wells Junction	'Red' ..	All *except* 4-6-0 60XX	—
Acton Main Line (W.R.) to Wembley Hill (E.R.) including Wembley Stadium Loop ..	—	'Castle', 43XX, 49XX, 53XX, 59XX, 61XX, 63XX, 68XX, 69XX, 73XX, 78XX, 79XX, 93XX and B.R. Standard Class 4, 5, 6 and 7 Engines only.	A.T.C. shoe and trip cock gear on engines so fitted to be secured in the inoperative position. Maximum speed of 10 m.p.h. over the South West Bank at Neasden. **Harlesden:** 'Castle' 68XX and 78XX Class engines to travel with caution through the station. Normal service restrictions.
Brentford to Southall	'Yellow' ..	All 'Yellow' and uncoloured engines Diesel Cars of all types on running lines only, also from and to A.E.C. Siding. 34XX, 84XX and 94XX Class engines may work into the Quaker Oats Siding.	Brentford Town Depot: All engines beyond stop board in Cox & Dank's Siding.
Uxbridge (Vine Street) to West Drayton	'Red'	All *except* 4-6-0 60XX, 4-6-2 B.R. Standard Class 8 (71XXX) and 2-8-0 47XXX. Diesel Cars 4–38 (inclusive)	— —
Staines West to West Drayton	'Dotted Red'	All 'Yellow' and uncoloured engines 2-6-2T 61XX 'Blue' .. .. .. Diesel Cars 4–33 (inclusive)	— Staines West: 61XX engines must not work into Goods Yard, including Goods Shed, Loading Dock, Private Sidings and Engine Shed. All Sidings prohibited except:— Colnbrook: Down Side Yard Spur Siding. Staines West: Engine Shed Siding up to Water Column only. Cattle Pen Siding.
Windsor to Slough	'Red' ..	All *except* 60XX and 2-8-0 47XX .. Diesel Cars Nos. 4–33 (inclusive) ..	— —
Henley to Twyford	'Red' ..	All *except* 60XX and 2-8-0 47XX .. Diesel Cars Nos. 4–33 (inclusive)	— —
Wallingford to Cholsey ..	Uncoloured ..	0-4-2T 14XX and 58XX and 0-6-0T—16XX.	Wallingford: C.W.S. Private Siding beyond stop board.
West Ealing to Greenford ..	'Double Red'	All classes .. .. Diesel Cars of all types	— —
Uxbridge (High Street) to Denham.	'Blue' ..	All 'Yellow' and uncoloured engines .. 2-6-2T 61XX class on running lines only, subject to maximum speed of 25 m.p.h. Diesel Cars Nos. 4–33 (inclusive) ..	— —
High Wycombe to Maidenhead	'Red' ..	All *except* 60XX and 2-8-0 47XX .. Diesel Cars Nos. 4–33 (inclusive) ..	Thomas & Green's Sidings: All engines beyond stop board. —
Marlow to Bourne End	'Dotted Red'	All *except* 60XX and 2-8-0 47XX .. Diesel Cars Nos. 4–33 (inclusive) ..	'Red' engines not to exceed 20 m.p.h. at any point on branch. Marlow: 'Red' and 'Blue' engines prohibited from Goods Shed and beyond doors of Engine Shed. Loco Sidings prohibited.

ENGINE RESTRICTIONS—*continued*

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Watlington to Princes Risborough	'Uncoloured'	All uncoloured engines	Chinnor: Chinnor Cement Co.'s Private Sidings beyond stop board.
Princes Risborough to Kennington Junction	'Red' ..	All *except* 60XX and 2-8-0 47XX .. Diesel Cars Nos. 4–33 (inclusive) ..	Thame: All *except* 0-6-0 type in Siding leading to 'Church' Sidings. Morris Cowley: All engines:—Pressed Steel Private Sidings beyond stop board. M.A.P. Private Sidings beyond stop boards. Nuffield Exports Private Sidings (Low Level) beyond stop boards at crossover road. Littlemore: *All* engines over Wagon Turntable leading to Asylum Siding.
Aylesbury to Princes Risborough	'Blue' ..	2-6-2T 61XX 'Blue' .. .. .. E.R. Class 'L1' (2-6-4T).. .. .. (No restriction on two light engines of following classes running together: 61XX 45XX, 87XX, 74XX	— —
Abingdon to Radley	Uncoloured ..	0-4-2T 14XX, 58XX and 0-6-0T—16XX.	Abingdon: Malt House Private Sidings beyond stop board.
Oxford (Rewley Road) to Bicester	—	**B.R. Standard** All except:— 4–6–2 71XXX **L.M. Region** All except:— 4–6–2 46200 – 46212 46220 – 46257 2–8–0 53800 – 53810 0–6–0 2E & 3H 0–4–4T 2K & 2L } Ex Cal. 0–6–0T 2R & 3Y **Western Region** All except 60XX ('King') **Diesel** All except:— 10000 & 10001 10201, 10202, 10203 } As double units 10100 Fell Diesel Mech.	— — — —
Yarnton to Oxford (Banbury Road Junction)	—	**B.R. Standard** All except:— 4–6–2 71XXX **L.M. Region** All except:— 4–6–2 46200 – 46212 46220 – 46257 2–8–0 53800 – 53810 0–6–0 2E & 3H 0–4–4T 2K & 2L } Ex Cal. 0–6–0T 2R & 3Y **Western Region** All except 60XX ('King') **Diesel** 10000 & 10001 10201, 10202, 10203 } As double units 10100 Fell Diesel Mech.	—
Fairford to Yarnton (exclusive)	'Yellow' ..	All 'Yellow' and uncoloured engines Diesel Cars Nos. 4 to 33 inclusive subject to the observance of restrictions.	— South Leigh: Not to run alongside Cattle Pens. Witney: Not to run into Goods Shed. All other Goods Sheds and Loading Banks, etc., to be used with caution and at 'dead slow' speed.
Basingstoke to Southcote Junction.	'Red' ..	All engines *except* 60XX ('King') and Gas Turbine Locomotive No. 18000	Basingstoke: *All* 4-6-0 engines and 47XX 2-8-0: Exchange Sidings, 51m. 17ch. Up line from Southern Yard 51m. 37ch.
Reading Central to Southcote Junction (Coley Branch).	'Red' ..	All engines *except* 60XX ('King') and Gas Turbine Locomotive No. 18000	—
Lambourn to Newbury	Uncoloured ..	*All* 'Yellow' engines, subject to strict observance of the restrictions of speed shown on page 191 and uncoloured engines.	—
Didcot Station	'Double Red'	All	D.N. and S. Bay Lines — No. 7 Platform Line — Rich's Siding: Beyond Gate—all except 'Yellow' and 'Uncoloured' engines. *All* beyond stop board. Horse Dock Spur: *All* 4–6–0 and 2–8–0 47XX. Provender Siding: All *except* 0–6–0T West Bay Line —
Didcot (Ordnance and Aircraft Depots)	—	For particulars of permissions and prohibitions, see page 195.	

ENGINE RESTRICTIONS—*continued*

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Didcot East Junction to Newbury East Junction	'Blue' ..	*All* 'Blue', 'Yellow' and uncoloured engines. Twin-car Diesels Nos. 34 and 38 (or similar type) on running lines only. B.R. Standard Class 4 (2–6–0) (76XXX), subject to observance of all service restrictions. Also the following 'Red' engines subject to maximum speed of 40 m.p.h. and special restrictions of 20 m.p.h. on Up Line between Hampstead Norris and Compton (8m. 56½ch. and 9m. 7ch.) and of ten miles per hour over bridge at 0m. 40ch. near Newbury East Junction. 4-6-0 'Hall' (49XX, 59XX, 69XX 79XX) 4-6-0 'Grange' (68XX). In **emergency**, the following 'Red' engines may work, subject to maximum overall speed of 20 m.p.h. and special restriction of 10 m.p.h. over bridge at 0m. 40ch. near Newbury East Junction: 2-6-0 93XX, 2-8-0 'Austerity' (U.S.A.). Diesel Shunting Engines, for restrictions, see page 200.	Upton and B.: *All* engines and Twin-car Diesel, *except* 0-6-0 engines over lead from Down Line to and including Loading Dock. Compton: All *except* 0-6-0 engines over lead from Goods Shed Road to Down Line at 9m. 17ch. Twin-car Diesel *not* to work over the lead from the Up Line to and including the Loading Dock. Loaded Diesels *not* to work through the Goods Shed owing to reduced clearances. Hampstead Norris: All *except* 0-6-0 engines on Loading Dock Siding beyond footbridge. Twin-car Diesel *not* to work from Up line to Up Loading Dock. Hermitage: *All* in Hall's Tile Co.'s Siding beyond stop board. All *except* 0-6-0 engines over lead from No. 2 Loop Siding to Cold Storage Loop Siding at 4m. 7ch. B.R. Standard Class 5 (4-6-0) (73XXX) engines are prohibited from working between Didcot and Newbury via Compton.
Enborne Junction to Winchester	'Blue' ..	*All* 'Blue', 'Yellow' and uncoloured engines. Diesel Car No. 19 (or similar type) on running lines only. Also the following 'Red' engines in **emergency** and subject to maximum speed of 20 m.p.h.: 4-6-0 'Hall' (49XX, 59XX, 69XX 79XX) 4-6-0 'Grange' (68XX) 2-6-0 (93XX) B.R. Standard Class 4 (4-6-0) engines subject to the observance of normal service restrictions.	Kingsworthy (Winnall Sidings): All *except* 0-6-0 engines in Gas Works Sidings Nos. 1 and 2.
Paddington to North Pole Junction via West London.	—	All *except* 60XX ('King'), 47XX and 2-8-0.	—
Old Oak Common to North Pole Junction.	—	All *except* 60XX ('King'), 47XX and 2-8-0. B.R. Standard Class 4 (2-6-0) (76XXX) engines subject to the observance of service restrictions.	—
North Acton to Viaduct Junction (Steam Lines) including United Dairies' Depot Sidings at Wood Lane.	—	All *except* 60XX ('King'), 47XX and 2-8-0 B.R. Standard Class 4 (2-6-0) (76XXX) subject to the observance of service restrictions.	60XX ('King' Class), 47XX and 2-8-0 engines are permitted to work **on running lines only** between North Acton Junction and Wood Lane subject to service restrictions and provided the speed does not exceed 20 m.p.h. between these points.
West London Line (North Pole Junction to Latchmere Junction).	—	All *except* 60XX ('King'), 47XX and 2-8-0. Ex-L.N.E. 0-6-0 (Tender) Class J.20 engines, subject to the observance of service restrictions. B.R. Standard Class 4 (2–6–0) (76XXX) subject to the observance of service restrictions.	Kensington (Olympia): *All* 4-6-0 and 2-8-0, 47XX engines in 'Short' Sidings. Warwick Road Depot: All *except* 0-6-0 engines over connection leading to No. 5 Goods Road and Loading Ramp. West Brompton: All *except* 0-6-0 types in 'Exhibition' Sidings. Chelsea Docks: *All* engines in following:— Neuchatel Siding. Gas Light and Coke Sidings. Cox and Dank's Sidings. Resmat Sales Sidings. Chelsea Basin: *All* permitted engines to work over the siding leading to the 'Wigan' road at 'dead slow' speed.
South Lambeth Depot	—	0-6-0T., 57XX, 87XX, 97XX. 4-6-0, 78XX ('Manor'). 2-6-0, 43XX.	*All* engines in Metropolitan Water Board and London Power Co.'s Sidings (Battersea Power Station).
H. and C. Line (Westbourne Park to Hammersmith, including sidings at Shepherd's Bush and Hammersmith Depots).	—	0-6-0, 22XX.	—

ENGINE RESTRICTIONS—*continued*

B.R. STANDARD LOCOMOTIVES—CLASS 7 (4-6-2) (70XXX)
SOUTHERN REGION LOCOMOTIVES—CLASS 21C (MERCHANT NAVY)
SOUTHERN REGION DIESEL ELECTRIC LOCOMOTIVES—Nos. 10000 and 10001
(Single Units or Coupled)

Permitted to work between North Pole Junction and Longhedge Junction and between North Pole Junction and Old Oak Common (W.R.), subject to the strict observance of service restrictions.

DIESEL SHUNTING ENGINES

350 h.p. DIESEL ELECTRIC SHUNTING ENGINE—No. 15100. 350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—13XXX (D.3XXX)

Engine Route Classification .. .. **Yellow**

Restrictions

Prohibited from all 'Uncoloured' Routes and the following Lines and Sidings:—

Hayes	Goods Yard Sidings Nos. 10, 12 and 13: 10m. 61ch. to 10m. 65ch.
Slough	Locomotive Shed outside road: 18m. 54ch.
Taplow	Down Main Tip Sidings: 22m. 3½ch.
Reading General ..	Loop Sidings to H. & P. Sidings: 35m. 36ch.
	Fish Dock Sidings: 35m. 73½ch.
	Down Old Yard No. 10 Siding: 36m. 67ch.
	No. 1 to No. 2 Shunt Spur: 37m. 12ch.
	Triangle No. 2 Tip Siding: 36m. 46ch.
High Wycombe ..	Bellfield Siding: 16m. 75ch.
	Back Road, New Yard: 16m. 72ch.
Newbury	Gas Siding, Old Petrol Siding, Loop Siding: 52m. 61ch.
Hermitage	Goods Shed Road: 4m. 7ch.
Compton	Goods Yard Siding: 9m. 17ch.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—Nos. 15101-15107

Engine Route Classification .. .. **Uncoloured**

Restrictions

Prohibited from the following Lines and Sidings:—

Reading General ..	Loop Sidings to H. & P. Sidings: 35m. 36ch.
High Wycombe ..	Bellfield Siding: 16m. 75ch.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES

The following diesel electric shunting engines are permitted to work between Latchmere Junction and Kensington (Olympia) subject to the observance of service restrictions:—

15201–15203, 15211–15225, 15226–15236, 13000, D3000 onwards.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—Nos. 15100–15107 and 13XXX (D.3XXX)

Maximum permissible speed .. .. 20 m.p.h.
Average speed for timing purposes .. 15 m.p.h.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—13XXX (D.3XXX)

(When used for Engineering Department purposes at site of work)

1. When towed must be restricted to a speed of 10 m.p.h. unless they are demeshed.
2. They may be permitted to work in conjunction with the Mobile Track Relaying Unit.
3. They may be permitted to pull or propel vehicles for Engineering Department purposes provided the laid down speed limits are not exceeded.
4. They must NOT in any circumstances be coupled to a steam engine or train worked by a steam engine, except as indicated in Item 1.

200 h.p. DIESEL MECHANICAL SHUNTING ENGINES—111XX and 112XX (D.2XXX)

Engine Route Classification .. .. **Uncoloured**
These locomotives may work over all running lines.

2,000 h.p. MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES—NORTH BRITISH Co.—Nos. D.600-D.604

'Red' Route Classification.
Prohibitions:—
All **'Blue', 'Yellow'** and **'Uncoloured'** routes.
These locomotives may work coupled together or coupled to a North British Co. 1,000 h.p. Diesel Hydraulic Locomotive.

2,000 h.p. MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES—Type 4 SWINDON BUILT—D.800–D.802

'Red' Route Classification.
Prohibitions:—
All **'Blue', 'Yellow'** and **'Uncoloured'** routes.

L.M.R. DIESEL ELECTRIC ENGINES

L.M.R. Diesel Electric Engines, Nos. 10000 and 10001 are permitted to work between Reading General and Castle Cary, subject to all service restrictions being observed and to the local prohibitions as shown on page 197 in respect of 47XX class engines and Diesel Cars.

Diesel Electric Locomotives Nos. 10000, 10001, 10201–10203 may work between Oxford and Bicester (London Road) as single units only, also between Ashendon Junction and Northolt Junction East as single units only.

L.M.R. Diesel Electric Engine No. 10800 may work between North Pole Jn. and Kensington (Olympia), also between Acton Wells Jn. and Acton W.R., including Sidings normally used by L.M.R. trip engines.

SOUTHERN REGION ENGINES WORKING BETWEEN READING GENERAL AND BASINGSTOKE

The following is a complete list of the classes of S.R. Engines authorised to work between Basingstoke and Reading New Junction, subject to the observance of all service restrictions:—

2-6-0 U.	4-4-0 (including 'School' class).
2-6-0 N.	4-6-0 (including 'King Arthur' and 'Lord Nelson' classes).
0-4-2.	4-6-2 { Merchant Navy.
0-6-0.	{ West Country.

ENGINE RESTRICTIONS—*continued*

SOUTHERN REGION ENGINES WORKING BETWEEN NEWBURY AND DIDCOT

The following Southern Region Engines are authorised to work between Newbury and Didcot, subject to the observance of service restrictions and the following speed restrictions:—

Q.1 (5F) and Q (4F) classes. Maximum speed not to exceed 40 m.p.h. Special restrictions of 20 m.p.h. on Up line between Hampstead Norris and Compton (8m. 56½ch. and 9m. 7ch.) and 10 m.p.h. over bridge at 0m. 40ch., near Newbury East Junction.

ENGINE WORKING BETWEEN ENBORNE JUNCTION AND GRAFTON EAST

The following Engines are authorised to work between Enborne Junction and Grafton East, subject to the observance of all service restrictions:—

Southern Region	..	Class M.7
B.R. Standard	..	Class 3 (2-6-2). (82XXX)
L.M. Region ..	..	Class 2 (2-6-2).

DIESEL CARS NOS. 4–32 (INCLUSIVE) AND TWIN CAR DIESEL SET (Nos. 33 and 38)—RESTRICTIONS

The above Diesel Cars are permitted to work between following points **on running lines only:—**

Paddington to Steventon.
Old Oak Common to Banbury.
Didcot to Yarnton and Aynho Junction.

If emergency working over crossovers is involved, affected ground disc lamps should be temporarily removed and speed reduced to 'dead slow.'

Crossovers occurring between station platforms must not be used.

DIESEL CARS NOS. 4–32 (INCLUSIVE)

The above Diesel Cars are permitted to work between the following points **on running lines only:—**

Old Oak Common to North Pole Junction.
North Pole Junction to Latchmere Junction (via Kensington).
North Acton Junction to Viaduct Junction.

Crossovers between running lines may be used provided speed is reduced to dead slow.

3-CAR (SUBURBAN TYPE) DIESEL SETS

The 3-Car Diesel Sets to Drawing No. DE/1852 may work over all lines and sidings on the Western Region which are normally used by coaching stock, subject to the observance of service restrictions.

The numbers of the vehicles forming the Suburban type 3-Car Sets are as follows:—

Motor Open Second Brake	.. ..	50050–50091 50818–50877
Trailer Open Composite	.. ..	59000–59041 59326–59379
Motor Open Second ..	.. ..	50092–50133 50878–50937

Before these vehicles are permitted to work into cattle pens, loading docks, etc., which are not usually used by coaching stock for the purpose of stabling, it will be necessary for clearance tests to be carried out.

3-CAR CROSS COUNTRY DIESEL SETS

The 3-Car Cross Country Diesel Units to Drawing No. 140553.B may work over running lines and sidings within the Western Region's maintenance which are normally used by coaching stock, subject to the observance of service restrictions.

The numbers of the vehicles forming the 3-Car Cross Country Sets are as follows-:—

50647–50695
50696–50744
59255–59301

6-CAR INTER CITY EXPRESS DIESEL SETS

The 6-Car Inter City Express Diesel Units to Drawings Nos. 140327 and 140543 may work over running lines and sidings within the Western Region's maintenance which are normally used by coaching stock, subject to the observance of service restrictions.

The numbers of the vehicles forming the 6-Car Inter City Sets are as follows:—

79083–79094
79440–79441
79470–79473

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER—ROUTES OTHER THAN MAIN LINE ROUTES

Not more than two light engines, of the classes which are normally authorised, may work in steam coupled together over any Western Region route. See also page 142 of the General Appendix for the Main Line instructions.

Permanent and temporary Speed Restrictions, also the instruction relating to the speed of light engines (as shown on page 185 of the Working Time Table), must be observed.

Instances where the above authority is qualified are detailed below:—

Paddington to Old Oak Common Old Oak Common to Acton	.. ..	Any number of engines up to and including five, may work in steam coupled together, marshalled in any order, over these sections. The speed must not exceed 10 m.p.h. when passing over the Engine Line Bridge at 2m. 29ch.

SHUNTING ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total per Week H. M.	REMARKS
Paddington Yard	**A**	12.30 a.m.	2	—	—	—	—	—	—	2 0	Works 12.30 a.m. coaches from Old Oak Common.
	—	3. 0 a.m.	20	25	25	25	25	25	4	149 0	Light from and to Shed. Works down coaches of 2.40 a.m. Arrival (**MO**) 2.0 a.m. Arrival (**MX** and **Sun.**) to West London.
		2.30 a.m.	—	—	—	—	—	—	14	14 0	Light from Shed. Works down coaches of 4.30 p.m. Arrival to Old Oak Common.
					Total hours per week				..	165 0	
Old Oak Common	**E**	8.15 p.m.	24	24	24	24	24	24	24	168 0	Shunts South side of Carriage Shed. Previously No. 14 Coach Pilot, **SX.** Off Shed 8.0 p.m., **SO** 2.0 p.m. **Sun.**
	F	10. 0 p.m.	24	24	24	24	24	24	24	168 0	Shunts North side of Carriage Shed. Previously No. 13 Coach Pilot, except Sundays, when off Shed 2.0 p.m.
	G	7. 0 a.m.	17	17	17	17	17	17	—	102 0	Backs up coaches South side of Carriage Shed.
	H	6. 0 a.m.	16	16	16	16	16	16	—	96 0	Shunts Parcels Van Sidings. Light from Shed.
	K	7. 0 a.m.	16	16	16	16	16	16	—	96 0	Shunts in Coronation Yard. Light from Shed. Works 12.5 night O.O.C. Freight.
	K	7. 0 a.m.	—	—	—	—	—	—	10	10 0	To Shed 5.0 p.m. **Sunday.**
	K	6. 0 p.m.	4	—	—	—	—	—	6	10 0	To Shed 4.0 a.m. **Monday.**
					Total hours per week				..	650 0	
West London ..	B	6. 0 a.m.	24	24	24	24	24	24	24	168 0	Light from Shed. Stale Pilot works up coaches of 7.25 a.m., **SX** 7.20 a.m. **SO** and 7.36 a.m. Paddington after new Pilot arrives 6.0 a.m. Weekdays. To Paddington 6.0 p.m. Sundays. New Pilot 6.0 p.m. Sundays to 6.0 a.m. Mondays.
	—	7.30 a.m.	8	8	8	8	8	3½	—	43 30	(Weighbridge Pilot). Works 6.0 a.m. Cripples Old Oak Common to West London. Shunts Ladbroke and Weighbridge Sidings until 3.30 p.m. **SX,** 11.0 a.m. **SO,** then works up 5.20 p.m. Paddington coaches **SX.** To O.O.C. for 1.15 p.m. Paddington coaches **SO.**
					Total hours per week				..	211 30	
West Ealing	—	—	—	—	—	—	—	—	—	—	6.30 a.m. and 3.15 p.m. Freight Shunting Engines. Shunt C.W.S. Sidings at 9.0 a.m. and 5.0 p.m.
	—	9.40 a.m.	—	—	—	—	—	—	2	2 0	9‖15 a.m. from Wood Lane. To Southall Shed at 11‖45 a.m.
Southall	1	6.0 a.m.	10½	10½	10½	10½	10½	4	—	56 30	Shunting Trailers, etc., also tailing trains. Used for working Local trains when engines late off Shed and emergency to cover failures. Light from Southall Sheds. Light to West Ealing at 4.35 p.m. **SX** to West Drayton at 10.5 a.m. **SO** to work 10.15 a.m. Freight.
	—	11.30 a.m.	—	—	—	—	—	3½	—	3 30	Light from West Ealing at 11‖15 a.m. Light to Southall Sheds at 3.5 p.m.
	1	10. 5 a.m.	—	—	—	—	—	—	2	2 0	9.50 a.m. from Old Oak Common. Works 12.25 p.m. to Kensington.
	—	5.15 p.m.	—	—	—	—	—	—	¾	0 45	5.0 p.m. from Shed. Works 6.30 p.m. to Kensington.
					Total hours per week				..	62 45	
Hayes	—	—	—	—	—	—	—	—	—	—	(6.0 a.m. to 10.0 p.m. Freight Shunting Engine.) Passenger shunting as necessary.
West Drayton .	—	—	—	—	—	—	—	—	—	—	(No. 2 Freight Shunting Engine.) Passenger shunting as necessary.
	—	8.31 p.m.	½	½	½	½	½	—	—	2 30	After working 8.23 p.m. Uxbridge Parcels. Tail 8.27 p.m. Greenford Parcels. To Southall Shed at 9.0 p.m.
	—	5.25 p.m.	—	—	—	—	—	—	½	0 30	After working 4.38 p.m. Paddington Parcels, shunt van to Yard, pick up Birmingham Flower Van and Tail 5.33 p.m. Paddington.
					Total hours per week				..	3 0	
Slough	—	6.10 a.m.	1	1	1	1	1	—	—	5 0	6.5 a.m. from Shed. Shunts until 7.0 a.m., then works 7.25 a.m. to High Wycombe.
	—	7.30 a.m.	3	3	3	3	3	—	—	15 0	After working 6.30 a.m. Paddington (Sub.) shunts until 10.30 a.m. then works 10.55 a.m. to Paddington (Sub).
	—	7.40 a.m.	—	—	—	—	—	2¾	—	2 45	After working 6.33 a.m. Paddington. To Shed at 10.30 a.m.
	—	7.50 a.m.	—	1	1	1	1	—	—	4 0	7.40 a.m. from Shed. Tail 7.50 a.m. Paddington. Becomes No. 3 Freight Pilot at 9.0 a.m.
	—	10. 0 a.m.	2	2	2	2	2	—	—	10 0	From Uxbridge arrive 9‖54 a.m. To Shed 12.8 p.m.
	—	10. 5 a.m.	1¼	1¼	1¼	1¼	1¼	—	—	6 15	After working 9.12 a.m. Paddington. To Shed at 11.20 a.m.
	—	10.45 a.m.	—	—	—	—	—	1	—	1 0	10.40 a.m. from Shed. 11.45 a.m. to Shed.

SHUNTING ENGINES—*continued*

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total per Week H. M.	REMARKS
Slough—*continued*	—	6. 0 p.m.	¾	¾	¾	¾	¾	—	—	3 45	After shunting 3.42 p.m. Paddington coaches at Maidenhead. Works 6.55 p.m. to Bourne End.
	—	6. 0 p.m.	—	—	—	—	—	3	—	3 0	After working as No. 3 Pilot. To Shed at 9.0 p.m.
	—	6.35 p.m.	2	2	2	2	2	—	—	10 0	After working 5.46 p.m. Paddington. To Shed at 8.45 p.m.
	—	7.30 p.m.	3	3	3	3	3	—	—	15 0	After working 7.12 p.m. Windsor. Shunts until 10.30 p.m. then becomes No. 1 Freight Pilot.
	—	4.20 p.m.	—	—	—	—	—	—	1¾	1 45	From Windsor arrive 4.20 p.m. To Shed at 6.5 p.m.
	—	6. 5 p.m.	—	—	—	—	—	—	1½	1 30	From Shed at 6.0 p.m. Works 8.15 p.m. to Windsor.
				Total hours per week					..	79 0	
Windsor and Eton Central	—	—	—	—	—	—	—	—	—	—	By Freight Shunting Engine and Train Engines as necessary. Freight engine works 11.40 a.m. **Q** Parcels when latter train runs, otherwise L.E. to Slough.
Maidenhead ..	1	9. 5 a.m.	—	—	—	—	—	3	—	3 0	Light from Slough. Takes up Freight Shunting from noon to 2.30 p.m. Light to Taplow.
		9.30 a.m.	2½	2½	2½	2½	2½	—	—	12 30	
	—	1. 0 p.m.	—	—	—	—	—	1	—	1 0	After working 12.25 p.m. High Wycombe. Shunts until 2.0 p.m.
	—	7.30 p.m.	1½	1½	1½	1½	1½	—	—	7 30	After working 6.50 p.m. **SX** High Wycombe, backs empty coaches to Branch Siding then shunts vans as required until 9.0 p.m.
				Total hours per week					..	24 0	
Reading General ..	—	5.20 a.m.	18¼	22¼	22¼	22¼	22¼	22¼	3¾	133 30	Shunts at West end of station and works trips to Triangle Sidings and S. R. Junction as required. To Shed at 3.45 a.m. Tuesdays to Sundays, at 5.0 a.m. Mondays.
Down Line Pilot	—	7. 0 a.m.	5	—	—	—	—	—	17	22 0	
Up Line Pilot ..	—	4.35 a.m.	19½	24	24	24	24	24	4½	144 0	Shunts at East end of station and works trips to S.R. Junction as required. To Shed 4.30 a.m. Tuesdays to Sundays.
	—	6. 0 a.m.	—	—	—	—	—	—	18	18 0	5.55 a.m. from Shed. To Shed 12.10 a.m. on Mondays.
Coach Pilots ..	—	6.30 a.m.	—	2¾	2¾	2¾	2¾	2¾	—	13 45	Off Shed at 6.30 am. Shunts until 9.15 a.m., then works 10.17 a.m. Parcels.
	—	9.45 a.m.	5¼	5¼	5¼	5¼	5¼	5¼	—	31 30	After working 7.50 a.m. Hungerford **SO**, 9.2 a.m. Basingstoke **SX**. To Shed at 3.0 p.m.
	—	6.20 p.m.	5	5	5	5	5	5	—	30 0	Off Shed at 6.0 p.m. To Shed at 11.20 p.m. or work 11.30 p.m. **Q** to Basingstoke.
	—	10. 0 p.m.	1½	1½	1½	1½	1½	—	—	7 30	9.50 p.m. from Shed. Works 8.27 p.m. Greenford Parcels from Reading to Didcot.
				Total hours per week					..	400 15	
Didcot: East End Pilot	—	8. 0 p.m.	24	24	24	24	24	24	8½	152 30	Light from Shed. To Shed 4.30 a.m. Sunday.
	—	**Sun.** 9. 0 a.m.	—	—	—	—	—	—	2	2 0	Off 8.15 a.m. Oxford Parcels until 11.10 a.m. to Oxford.
	—	10.50 a.m.	—	—	—	—	—	—	2½	2 30	Off 10.25 a.m. Oxford, then works 1.25 p.m. to Reading.
	—	1.30 p.m.	—	—	—	—	—	—	3	3 0	Off Shed. Works 5.25 p.m. to Reading.
	—	4.30 p.m.	—	—	—	—	—	—	4	4 0	Off 3.45 p.m. Oxford. Works 9.25 p.m. to Oxford.
West End Pilot	—	5.45 a.m.	4¾	4¾	4¾	4¾	4¾	4¾	—	28 30	Off Shed at 5.35 a.m. Works 10.50 a.m. to Eastleigh.
	—	5. 0 p.m.	7½	7½	7½	7½	7½	7½	—	45 0	'Light' from and to Shed
				Total hours per week					..	237 30	
Oxford	1	5. 0 a.m.	19	24	24	24	24	24	4½	143 30	Work on West Midland Sidings and all **Down** trains. To cover all Up Line engine failures and be replaced immediately if used. Changed each weekday at 1.30 p.m. To Shed 4.30 a.m. Sunday.
	2	6. 0 a.m.	24	24	24	24	24	24	24	168 0	**Weekdays** work on Up Sidings and all **Up** trains. **Sundays** work on West Midland and Up Sidings and all trains. Changed 1.30 p.m. daily.
				Total hours per week					..	311 30	
Newbury Town ..	1	6. 0 a.m.	3½	3½	3½	3½	3½	3½	—	21 0	Arrives coupled to 4.20 a.m. Didcot Freight. Released at 9.30 a.m. for Freight Shunting in Town Yard.

SHUNTING ENGINES—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total per Week H. M.	REMARKS
Wood Lane ..	—	1.20 a.m.	7	—	—	—	—	—	—	7 0	1‖5 a.m. ex Old Oak Common. Light to Old Oak Common at 8‖30 a.m.
	—	1.20 a.m.	—	7¼	7¼	7¼	7¼	7¼	—	36 15	1‖12 a.m. ex Kensington. Light to Old Oak Common Shed at 8‖45 a.m.
	—	9. 0 a.m.	5	5	5	5	5	5	—	30 0	8.50 a.m. ex Kensington. Light to Old Oak Common at 2‖0 p.m.
	—	2.10 p.m.	6½	6½	6½	6½	6½	6¼	—	38 45	Works 2.0 p.m. ex Kensington to Wood Lane. When required, to assist 3.0 p.m. (2.55 p.m. **SO**) Wood Lane as far as Park Royal, then returns to Wood Lane and becomes Shunting Engine until 'Light' to Shed at 8‖55 p.m. **SX**, 8‖30 p.m. **SO**.
	—	11. 5 p.m.	1	1	1	1	1	1	—	6 0	10‖50 p.m. Park Royal **SX** 10‖30 p.m. Southall **SO**. Works 3.50 p.m. Whitland to Kensington at 12.10 a.m.
	—	1.35 a.m.	—	—	—	—	—	—	2½	2 30	1.25 a.m. Kensington. If required, Wood Lane to advise Kensington (off 3.50 p.m. Saturday ex Whitland). Light to Southall at 4‖0 a.m.
	—	4. 0 a.m.	—	—	—	—	—	—	1¾	1 45	3.45 a.m. from Kensington. Shunts until 5.45 a.m. then works 8.30 p.m. (Sats.) Whitland to Kensington.
	—	4.45 a.m.	—	—	—	—	—	—	1¼	1 15	4‖35 a.m. ex Kensington. Works 6.0 a.m. Wood Lane to West Ealing. To Southall Shed at 7.20 a.m.
	—	6.30 a.m.	—	—	—	—	—	—	2½	2 30	5‖40 a.m. ex Kensington. Light to West Ealing at 9‖15 a.m.
	—	8.45 a.m.	—	—	—	—	—	—	4	4 0	8.30 a.m. ex Kensington. Light to Old Oak Common at 12‖45 p.m.
	—	6.56 p.m.	—	—	—	—	—	—	¾	0 45	6.30 p.m. Southall, depart 7.45 p.m. to Kensington.
			Total hours per week ..							130 45	
Kensington (Olympia)	—	12.10 a.m.	1½	—	—	—	—	—	—	1 30	Engine off 11.32 p.m. (Sundays) W. Ealing 'light' to West London at 1‖45 a.m.
	—	12.35 a.m.	—	½	½	½	½	½	—	2 30	Off 12.15 a.m. West Ealing Milk. Light to Wood Lane at 1‖12 a.m.
	—	12.25 a.m.	—	2	2	2	2	2	—	10 0	Off 3.50 p.m. Whitland Milk. Light 2‖33 a.m. to Wood Lane.
	—	1.40 a.m.	7	7	7	7	7	7	—	42 0	After working 12.20 p.m. (12.35 p.m. Suns.) Penzance. Works 8.50 a.m. to Wood Lane.
	—	2. 0 a.m.	—	2½	2½	2½	2½	2½	—	12 30	Off 1.25 a.m. **MX** West Ealing. Light to Acton at 4‖35 a.m.
	—	3. 5 a.m.	—	½	½	½	½	½	—	2 30	Off 6.45 p.m. Carmarthen. Light to Old Oak Common at 3‖38 a.m.
	—	8. 0 a.m.	2½	2½	2½	2½	2½	2½	—	15 0	After working 7.50 a.m. West London. Shunts, then works 10.35 a.m. Kensington to West Ealing.
	—	8.30 a.m.	5¼	5¼	5¼	5¼	5¼	5¼	—	31 30	Arrives working 8†15 a.m. Old Oak Common (8‖25 a.m. Old Oak Common **SO**). Shunts until 1.45 p.m. then works 2.0 p.m. Kensington to Wood Lane.
	—	2. 5 p.m.	6	6	6	6	6	—	—	30 0	From O.O.C. Shed at 1‖45 p.m. Light to Old Oak Common at 8‖10 p.m.
	—	3.50 p.m.	—	—	—	—	—	4¼	—	4 15	From O.O.C. Shed at 3‖20 p.m. To Shed at 8.10 p.m.
	—	6.15 p.m.	2	2	2	2	2	—	—	10 0	Arrives working 5.20 p.m. West Ealing. Shunts until working 8.20 p.m. Kensington to West Ealing.
	—	7. 0 p.m.	—	—	—	—	—	1	—	1 0	Arrives working 6.0 p.m. West Ealing. Shunts until working 8.20 p.m. Kensington to West Ealing.
	—	7.10 p.m.	—	—	—	—	—	½	—	0 30	'Light' 6‖37 p.m. from Old Oak Common **SO**, from Paddington at 6.49 p.m. **SX**. Shunts until working 7.45 p.m. to Penzance.
	—	1.45 a.m.	—	—	—	—	—	—	2	2 0	After working 12.20 p.m. Penzance (Sat.). Shunt until 3.40 a.m. then 'light' to Wood Lane at 3.45 a.m.
	—	2.30 a.m.	—	—	—	—	—	—	11	11 0	Arrive working 1.40 a.m. West Ealing (6.20 p.m. Saturday ex Weymouth). Runs 'light' at 7‖15 a.m. to West London and back for enginemen's relief, also assists 1.40 p.m. Kensington, if required, before proceeding to Shed.
	—	3. 0 a.m.	—	—	—	—	—	—	1½	1 30	After working 6.45 p.m. (Sat.) Carmarthen Milk. To Wood Lane at 4.35 a.m.
	—	12.35 p.m.	—	—	—	—	—	—	1	1 0	12‖20 p.m. ex Old Oak Common. Shunts then works 1.40 p.m. Kensington to to West Ealing.
	—	1.46 p.m.	—	—	—	—	—	—	2	2 0	12.25 p.m. ex Southall. Shunts, until working 2.45 p.m. Kensington to Wood Lane. Assist this train when necessary to Park Royal, thence 'light' to Kensington for shunting. If not required at Kensington, to run 'light' to Shed from Wood Lane at 3‖5 p.m.

SHUNTING ENGINES—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total per Week H. M.	REMARKS
Kensington (Olympia) (continued)	—	4.15 p.m.	—	—	—	—	—	—	4½	4 30	3|57 p.m. ex Old Oak Common. Shunt as required, then work 9.15 p.m. Kensington.
	—	7.55 p.m.	—	—	—	—	—	—	1	1 0	After working 6.30 p.m. Southall. To work 9.0 p.m. to West London.
					Total hours per week					186 15	

DIVERTING TRAINS FROM THE MAIN TO THE RELIEF LINE, OR VICE VERSA

1. As far as practicable, every Train must run upon the Line on which it is booked, but whenever it is found necessary to transfer a Train booked *via* the Main Line to the Relief Lines or *vice versa*, the Signal Box at which the transfer is made must immediately advise the Box in advance by telephone. The message must be sent on from Box to Box, but only as far as to where it may be practicable to re-transfer the Train to its proper Line. Should the Signalman at the latter Box find he cannot re-transfer the Train to its proper Line, he must **promptly pass on the message to the next Box** from which it must be passed on to the next place where the Train can be re transferred. One of the objects in sending this advice is to enable persons in charge of Stations in advance to direct passengers to the proper platforms, before the Train arrives; therefore, every dispatch must be used in transmitting the message from Box to Box.

2. The message sent by Telephone must be entered in the Train Register Book together with the time it is received.

3. In ordinary working, a Passenger Train must not be transferred from one Line to another except at the junctions set out below.

4. When a Freight Train has been transferred from one Line to another it is the duty of the Guard to change the side light at the first opportunity.

5. The Facing Point Junctions are as under:—

DOWN MAIN TO DOWN RELIEF

Subway Junction.
Ladbroke Grove.
Old Oak Common, West
Friars Junction.
West Ealing (Longfield)
Southall, East Junction.
Southall, West Junction.
West Drayton, East.
Dolphin Junction.
Slough, West.
Maidenhead, East.
Twyford, East.
Reading, Main Line East.
Reading, Main Line West.
Reading, West Junction.
Pangbourne.
Cholsey & Moulsford.
Moreton Cutting.
Didcot, East Junction.
Radley.

DOWN RELIEF TO DOWN MAIN

Subway Junction.
Ladbroke Grove.
Friars Junction.
Acton, West
Southall, West Station.
Dolphin Junction.
Slough, Middle.
Taplow.
Maidenhead, West.
Reading, Main Line East.
Reading, Main Line West.
Scours Lane.
Goring & Streatley.
Moreton Cutting.
Didcot, East Junction.
Didcot, West End.
Foxhall Junction.
Sandford.

UP MAIN TO UP RELIEF

Kennington Junction.
Foxhall Junction.
Didcot, West End.
Didcot, East Junction.
Moreton Cutting.
Goring & Streatley.
Scours Lane.
Reading, Main Line West.
Reading, Main Line East.
Maidenhead, West.
Slough, West.
Dolphin Junction.
Southall, West Station.
West Ealing (Longfield)
Friars Junction.
Ladbroke Grove.
Portobello Junction.
Subway Junction.
Paddington (Arrival).
Northolt Junction West.

UP RELIEF TO UP MAIN

Sandford.
Didcot, East Junction.
Moreton Cutting.
Cholsey & Moulsford.
Pangbourne.
Reading, West Junction.
Reading, Main Line West.
Reading, Main Line East.
Twyford, East.
Maidenhead, East.
Taplow.
Slough, West
Dolphin Junction.
West Drayton, East.
Southall, West Junction.
Southall, East Junction.
Friars Junction.
Old Oak Common, West.
Ladbroke Grove.
Subway Junction.
Paddington (Arrival).
West Ruislip.

REFUGE SIDINGS AND LOOPS

PADDINGTON, READING, OXFORD AND BANBURY

DOWN

Station		Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*
Ladbroke Grove to O.O. Com. East	M	—	1	92
O.O. Common East	M	1	—	28
O.O. Common East to Friars Jn.	M	—	1	152
O.O. Common West to Friars Jn.	R	—	1	41
Acton Middle to Acton West	R	—	1	105
Acton West to Ealing Broadway	R	—	1	71
Southall	M	—	1	73
West Drayton ..	M	1	—	42
West Drayton ..	R	1	—	44
Langley	M	1	—	42
Langley	R	1	—	57
Slough	R	1	—	64
Slough	M	—	1	44
Taplow	M	1	—	87
Maidenhead	M	1	—	95
Maidenhead	R	—	1	86
Waltham	M	1	—	48
Waltham	R	1	—	42
Ruscombe	R	—	1	80
Twyford	R	1	—	36
Sonning	R	1	—	43
Reading Spur (S.R.) to Reading East (W.R.)	..	—	2	60
Reading	R	—	1	464
Reading West Jn. ..	M	—	1	50
Tilehurst	M	1	—	44
Pangbourne	R	1	—	35
Goring	M	1	—	58
Goring	R	1	—	41
Cholsey	M	1	—	57
Cholsey	R	1	—	72
Foxhall Junction to Milton	..	—	1	245
Milton	..	—	1	92
Milton to Steventon	..	—	1	261
Didcot East Junction to Didcot North Junction	..	—	1	152
Didcot North Jn. to Appleford Crossing	..	—	1	157
Sandford to Kennington Junction ..	..	—	1	285
Kennington Junction	..	—	1	66
Kennington Junction to Hinksey South	..	—	1	87
Hinksey South to Hinksey G.F. ..	..	—	1	135
Hinksey G.F. to Hinksey North ..	..	—	1	135
Oxford	..	—	1	71
Oxford North Jn. to Wolvercot Jn.	..	—	1	455
Port Meadow ..	..	—	1	67
Kidlington	..	—	1	67
Bletchington ..	..	1	—	60
Heyford	..	1	—	60
Fritwell to Aynho ..	..	—	1	462
Bicester	..	—	1	76
Ardley	..	—	1	76

UP

Station		Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*
Aynho Jn. to Aynho ..	..	—	1	138
Ardley	..	—	1	76
Bicester	..	—	1	76
Brill	..	—	1	76
Princes Risborough	..	2	—	47
Heyford	..	1	—	42
Kidlington	..	1	—	58
Wolvercot Jn. ..	..	—		333
Port Meadow ..	..	—	1	67
Oxford	..	—	1	65
Hinksey North to Hinksey South	..	—	1	229
Hinksey South to Kennington Jn.	..	—	1	173
Kennington Jn. ..	..	1	—	109
Sandford to Radley	..	—	1	58
Appleford Crossing to Didcot North Junction	..	—	1	250
Didcot North to East Jn.	..	—	1	157
Didcot North to East End ..	..	Via Yard	1	175
Steventon to Milton	..	—	1	179
Milton	..	—	1	274
Milton to Foxhall Junction	..	—	1	87
Didcot East to Moreton	..	—	1	242
Didcot (Moreton) ..	R	—	1	280
Cholsey	R	1	—	90
Pangbourne	R	1	—	68
Tilehurst	R	1	—	53
Scours Lane ..	..	—	1	43
Reading East (W.R.) to Reading Spur (S.R.)	..	—	1	457
Sonning	R	1	—	61
Twyford	R	1	—	56
Ruscombe	R	—	1	47
Waltham	R	1	—	79
Bourne End ..	..	1	—	43
Maidenhead	R	—	1	32
Taplow	R	1	—	62
Farnham Road ..	R	—	1	50
Dolphin Junction ..	R	—	1	95
Iver	R	—	1	233
Iver	R	1	—	414
Dawley	R	—	1	61
Hayes	R	—	1	246
Southall West Junction	M	—	1	204
Southall West Jn. to Southall West Station	..	—	1	86
Southall East Junction	R	—	1	149
Park Royal ..	..	1	—	165
Park Royal to North Acton ..	..	—	1	45
Hanwell to West Ealing	R	—	3	76
Ealing (Broadway) to Acton West ..	R	—	1	189
Acton West to Acton Middle	R	—	1	86
Friars Junction ..	R	—	1	106
O.O. Common East to Subway Jn. ..	..	—	1	45
				524

READING, NEWBURY AND BEDWYN

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*
Theale	1	—	47
Ufton Crossing	—	1	290
Bulls Lock	—	1	80
Newbury	—	2	156
Hungerford	—	1	80
Hungerford	1	—	39
Enborne Junction ..	—	1	97 Z
Newbury Race Course ..	—	1	80
Thatcham West	—	1	111
Aldermaston	—	1	290
Theale	1	—	100

WEST LONDON AND WEST LONDON EXTENSION LINES

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*
Lillie Bridge	—	1	40
Viaduct Junction	—	1	60
Lillie Bridge	—	1	130

M—Indicates Siding of Loop connected with Main Line.

R—Indicates Siding or Loop connected with Relief Line.

*—Capacity based on length or wagons as 21 feet, in addition to Engine and Van.

Z—97 wagons from Main Line, 80 wagons from Winchester Branch

DIMENSIONS OF PASSENGER FITTED VEHICLES OVER 21-FEET IN LENGTH

Codes of Vehicles	Maximum Length over Buffers ft.	in.	Codes of Vehicles	Maximum Length over Buffers ft.	in.	Codes of Vehicles	Maximum Length over Buffers ft.	in.
B	43	1	**C C T**	31	0½	Parcels Vans	31	11
B	51	1	**C C T**	32	1	Pasfruits **C**	25	5
B	51	7	**C C T**	33	11	Pasfruits **D**	31	11
B G	43	1	Giants	53	7	**S C V**	29	5
B G	60	0	Hymac WK	34	6	Siphons	31	0½
B G	60	1	Insixfish	34	5	Siphons **C**	32	1
B G	60	6½	Lowmacs WT	28	11	Siphons **F**	43	7
B G	63	4½	Lowmacs WV	31	11	Siphons **G**	53	7
B G	63	6½	Monsters	53	7	Siphons **H**	53	7
B G	73	1	Monsters	53	8	Siphons **J**	53	7
Bloaters	31	11						

TRAINS STARTING FROM PADDINGTON PASSENGER STATION

Engines not to emit smoke under station roof.

When a train stands in a position which necessitates the train engine going under the station roof, the engine on arrival at the departure platform must stand at the platform Starting signal outside the roof and not back on to the coaches until five minutes before starting time.

Whilst standing on the train the enginemen must see that the emission of smoke is reduced to a minimum.

TRAINS WORKING TO PADDINGTON STATION SUBURBAN SECTION PLATFORMS 14, 15, 16

Will run via Suburban Line from Subway Junction, and must be signalled from starting point (or Slough or Greenford, if starting from station beyond) by special Bell Code 2–5–1.

PADDINGTON SUBURBAN STATION

LONDON TRANSPORT TRAINS VIA No. 14 PLATFORM LINE

The undermentioned Westbound electric trains to work via No. 14 Platform Line at Paddington Suburban in order to clean the rail surface to ensure good contact at facing point 169 in junction from Down City Line to No. 14 Platform Line:—

Train No.	From	To	Paddington (Sub.) depart
Weekdays:—			
96 **SX**	2.59 p.m. Whitechapel	Hammersmith	3.21 p.m.
97 **SX**	3. 6½ p.m. Whitechapel	Hammersmith	3.28½ p.m.
90 **SO**	9.48 p.m. Whitechapel	Hammersmith	10.10 p.m.
91 **SO**	9.58 p.m. Whitechapel	Hammersmith	10.20 p.m.
Sundays:—			
89	10.47½ a.m. Whitechapel	Hammersmith	11.10 a.m.
82	10.57½ a.m. Whitechapel	Hammersmith	11.20 a.m.

LONDON TRANSPORT TRAINS VIA No. 15 PLATFORM LINE

The undermentioned Eastbound electric trains to work via No. 15 Platform Line at Paddington Suburban in order to clean the rail surface.

Train No.	From	To	Paddington (Sub.) depart
Weekdays:—			
91 **SX**	10.57 a.m. Hammersmith	Whitechapel	11. 8½ a.m.
92 **SX**	11. 5 a.m. Hammersmith	Whitechapel	11.16 a.m.
94 **SO**	9.39 p.m. Hammersmith	Whitechapel	9.50 p.m.
95 **SO**	9.49 p.m. Hammersmith	Whitechapel	10 0 p.m.
Sundays:—			
87	11. 9 a.m. Hammersmith	Whitechapel	11.20 a.m.
88	11.19 a.m. Hammersmith	Whitechapel	11.30 a.m.

POINT-TO-POINT RUNNING TIMES FOR PLYMOUTH OCEAN SPECIALS

Via CASTLE CARY and FROME and WESTBURY AVOIDING LINES

NON-STOP.

'KING' CLASS ENGINES	Up to 260 tons		Over 260 tons to 360 tons		Over 360 tons to 400 tons		Over 400 tons to Standard Load	
'CASTLE' CLASS and BR STANDARD CLASS 7 (4-6-2) ENGINES	Up to 215 tons		Over 215 tons to 315 tons		Over 315 tons to 350 tons		Over 350 tons to Standard Load	
Telegraph Code →	PLYM. A.		PLYM. B.		PLYM. C.		PLYM. D.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Plymouth Docks	—	0 00	—	0 00	—	0 00	—	0 00
Totnes	0 40		0 40		0 40		0 43	
Newton Abbot	0 53		0 54		0 54 C	0 57	0 57 C	1 00
Exeter	1 17		1 18		1 22		1 25	
Taunton	1 49		1 51		1 55		1 59	
Castle Cary	2 14		2 17		2 21		2 26	
Heywood Road Junction	2 35		2 38½		2 42½		2 48½	
Bedwyn	3 3		3 7		3 11		3 18	
Reading General	3 35 A		3 40 A		3 44 A		3 52 A	
Paddington	4 17	B	4 22	B	4 26	B	4 36	B

CALLING EXETER

Telegraph Code →	PLYM. E.		PLYM. F.		PLYM G.		PLYM. H.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Plymouth Docks	—	0 00	—	0 00	—	0 00	—	0 00
Totnes	0 40		0 40		0 40		0 43	
Newton Abbot	0 53		0 54		0 54 C	0 57	0 57 C	1 00
Exeter	1 18	1 21	1 19	1 22	1 23	1 26	1 26	1 29
Taunton	1 55		1 57		2 01		2 05	
Castle Cary	2 20		2 23		2 27		2 32	
Heywood Road Junction	2 41		2 44½		2 48½		2 54½	
Bedwyn	3 9		3 13		3 17		3 24	
Reading General	3 41 A		3 46 A		3 50 A		3 58 A	
Paddington	4 23	B	4 28	B	4 32	B	4 42	B

A—Includes four minutes for R.O.S. Recovery Time Newbury to Reading General.

B—Includes four minutes for R.O.S. Recovery Time Southall to Paddington.

C—Stop at Newton Abbot to detach assisting engine.

In the event of a Special Train being run from Taunton to Paddington off a Plymouth/Bristol train, the point-to-point time shown above will apply, allowing an additional three minutes for the start from Taunton.

5.20 p.m. (Fish) MILFORD HAVEN to PADDINGTON

When this train is likely to be heavily delayed leaving Cardiff waiting for Irish traffic, it will be cancelled.

A special train will be started up from Cardiff to Paddington, leaving Cardiff, as soon as possible after the arrival of the Irish traffic, conveying this traffic and the usual vans of fish for Paddington.

Point-to-point running times for the special train will be as under:—

	arr.	dep.
Cardiff	—	00.00
Swindon	02.04	02.20
Didcot	02.54K	02.55
Reading	03.18	03.29
Paddington	04.29	—

K—As required, to set down Loco Staff.